AGENDA PAROWAN CITY COUNCIL MEETING March 10, 2016 Parowan City Office, 35 East 100 North, 6:00 P.M.

- 1. Call Meeting to Order
- 2. Opening Ceremonies/Thought/Prayer Jay Orton
- 3. Does anybody have any conflicts or personal interest in any matter on the agenda which needs to be declared?

CONSENT MEETING

- 4. Approval of Minutes (February 25, 2016 City Council Meeting)
- 5. Purchase Orders/Warrant Register
- 6. Theater Board Appointment Trevor Walker
- 7. Shade Tree Appointment Jennelle Zajac, Secretary

ACTION MEETING

- 8. A RESOLUTION AUTHORIZING NOT MORE THAN \$3,400,000 ELECTRIC REVENUE REFUNDING BONDS, SERIES 2016 (THE "SERIES 2016 BONDS") TO REFUND THE CITY'S OUTSTANDING ELECTRIC REVENUE BONDS, SERIES 2013; AUTHORIZING A GENERAL INDENTURE OF TRUST, A THIRD SUPPLEMENTAL INDENTURE OF TRUST, AND OTHER DOCUMENTS; APPOINTING A PRICING COMMITTEE; APPROVING PUBLICATION OF A NOTICE OF BONDS TO BE ISSUED; AND RELATED MATTERS.
- 9. Iron County Rest Home proposal
- 10. Lion's Park Restroom

WORK MEETING

- 11. Department Report Kelly Stones
- 12. Airport Consultant Selection
- 13. Member Reports
- 14. Public comment & discussion Two minute limit each
- 15. Adjourn

CERTIFICATE OF POSTING & FAXING

I hereby certify that on the 8^{th} day of March, 2016 I posted a copy of the foregoing agenda at the Parowan City Office, Parowan City Library, on the State web site, on the City web site, and I faxed a copy to The Spectrum at 586-7471

Callie Bassett, City Recorder

<u>NOTICE</u>: Persons with disabilities needing special assistance to participate in this meeting should contact the City Office at 477-3331 no later than 24 hours prior to the meeting.

PAROWAN CITY COUNCIL MEETING FEBRUARY 25, 2016 PAROWAN CITY OFFICES, 35 EAST 100 NORTH, 6:00 P.M.

MEMBERS PRESENT: Mayor Donald G. Landes, Councilwoman Vickie Hicks, Councilmen Alan Adams, Ben Johnson, Jay Orton, and Steve Thayer, City Manager Shayne Scott, Deputy City Recorder Heather Shurtleff

MEMBERS ABSENT: City Attorney Justin Wayment, City Recorder Callie Bassett

PUBLIC PRESENT: Marcus Keller, Johnathan Ward, Chuck and Dottie Stade, Jess Ralphs, Jerry Vesely, Mary Hanley, Ted Steffensen, Janice Steffensen, Stephanie Barnett, Judy Schiers (Parowan City Treasurer), Cleve Matheson (Parowan City Zoning Officer), Mark Barton, Marge Cipkar, Earl Olsen, Ken Carpenter (Parowan Police Chief), Steve Decker, Paul Smith (Parowan PD), Amy Johnson, Donald Munn, Mike Strong, Kevin McClellan, Dian Bixman, Carol Cable, Kate Scott, Alesia Biasi, Sam Lo

CALL MEETING TO ORDER: Mayor Donald G. Landes called the meeting to order at 6:00 p.m. He welcomed everyone and thanked them for being at the meeting.

OPENING CEREMONIES/THOUGHT/PRAYER – ALAN ADAMS: Councilman Adams opened the meeting with an invocation. He then led the Council and the public in the Pledge of Allegiance.

DOES ANYBODY HAVE ANY CONFLICTS OR PERSONAL INTEREST IN ANY MATTER ON THE AGENDA WHICH NEEDS TO BE DECLARED? No conflicts were declared.

CONSENT MEETING

APPROVAL OF MINUTES (February 11, 2016 City Council Meeting)
PURCHASE ORDERS/WARRANT REGISTER
WATER BOARD APPOINTMENT – LUCK FELSTEAD

Councilwoman Hicks moved to approve the consent agenda. Councilman Thayer seconded the motion. Hearing no discussion, all Council members voted in favor of the motion. The motion carried.

PO# 957

Color Country Diesel

\$25,000

ACTION MEETING

AGREEMENT WITH PARAGONAH FOR POLICE COVERAGE:

Mayor Landes said it was good to see the Town Council from Paragonah at the meeting.

Councilman Adams moved to approve the agreement with Paragonah and Parowan over police protection with one change - that the amount the City charges Paragonah be changed to \$16,500 rather than \$12,500. Mayor Landes interjected that he had a conversation with Paragonah Mayor Robinson. She told him she had a meeting with Paragonah Town Council and discussed what Councilman Thayer suggested, whether the \$12,500 was a fair price or not. Mayor Robinson said the \$16,500 would be too difficult for them to handle at this time, and asked if Parowan would consider \$14,500 this year. This would give Paragonah the opportunity to get things together, and then be charged \$16,500 the following year. Mayor Landes said if this is agreeable, Councilman Adams may want to amend his motion.

Councilman Johnson said he is fine with that as long as the caveat is left in the agreement to evaluate the cost every 6 months, and if the amount goes over \$16,500 Parowan will not subsidize Paragonah. Councilman Adams said that is in the agreement.

Councilwoman Hicks asked if the amount would be prorated for the rest of this fiscal year. Mr. Scott said the Council can do this however they want, but it would be easiest to bill for the fiscal year. The remainder of this fiscal year could be prorated from March 1st.

Councilman Adams amended his first motion and changed the amount from \$16,500 to \$14,500. Councilman Thayer seconded the motion. Councilwoman Hicks asked for a roll call vote. The vote was as follows:

	Aye	No
Councilman Thayer	X	
Councilman Orton	X	
Councilwoman Hicks	X	
Councilman Adams	X	
Councilman Johnson	X	

All Council members voted in favor of the agreement with Paragonah in the amount of \$14,500. The motion carried.

Mark Barton said Paragonah Town Council will have to meet to approve the additional amount. Marge Cipkar asked why the Council is asking for an increase in price from what was discussed at the last meeting. Councilman Adams said he felt that \$12,500 was just not enough. The agreed upon \$14,500 is a decrease from what he wanted, but he is fine with that and feels that Parowan is giving Paragonah a really good deal.

Mrs. Cipkar wanted feedback from the other Council members. Councilman Johnson said he was fine with the \$12,500, but Councilman Thayer had asked Paragonah to go back and consider what they thought was a fair price, and it was Councilman Johnson's understanding that the considered number was \$16,500. Mrs. Cipkar said this wasn't discussed as a board, so she doesn't understand where these numbers came from. Councilman Adams said he thinks it was discussed between the two Mayors.

BEER AND WINE LICENSES - MOUNTAIN VIEW LODGE:

Mr. Lo is requesting a beer and wine license for the Mountain View Lodge, previously Days Inn. Councilman Orton asked if Mr. Lo has been working with Mr. Cleve Matheson on this. Mr. Lo said he has. Councilman Johnson asked if Mr. Lo has met all of the State requirements. Mr. Lo said first he has to get local consent before he can file his application. Councilman Johnson asked if the location meets the State requirements. Mr. Lo said according to the State check list that he printed out, they do meet those requirements.

Councilman Orton asked Mr. Matheson if there was anything he could see as a concern. Mr. Matheson didn't have any concerns. Councilman Adams asked how far away they have to be from the church. Mr. Matheson said 600 ft. They are way beyond that distance.

Councilman Orton moved to approve Action Item #8, the beer and wine license for Mountain View Lodge. Councilman Johnson seconded the motion. Hearing no further discussion, all Council members voted in favor of the motion. The motion carried.

CENTER CREEK CHANGE ORDER #8 – SUNRISE ENGINEERING:

Mr. Jesse Ralphs said this is basically a housekeeping change order on the penstock portion of the project. Precision Pipe had the main part of the penstock, and then they added the diversion modifications. They have completed most of that. They still need to do the by-pass line, and are waiting on the plunger valve to arrive. They decided to go ahead and put together a quantities reconciliation change order, where they zero out the line items that are finished. The net deduction is \$22,316.

Mr. Ralphs gave a quick update on the penstock project. He said they are still waiting on the plunger valve for the by-pass line. The anticipated arrival date is the end of March. Precision is going to wait to mobilize until that valve is on site. On the hydro portion of the project, there is some controls work that needs to be completed. They are also waiting for the plunger valve because their controls tie into it.

Mr. Ralphs said the plant has been running in manual mode since last August. It should be automated by the end of May. Mr. Scott asked Mr. Ralphs to give the Council a brief report on the efficiency of the hydro plant. Mr. Ralphs said the plant is generating slightly more power than they thought it would. It is more efficient than they thought it would be.

Councilman Johnson moved to approve the change order for the Center Creek Hydroelectric Penstock Replacement Project for Precision Pipeline, Inc., in the amount of (\$22,316.29). Councilman Adams seconded the motion. Mayor Landes called for a roll call vote:

	<u>Aye</u>	Nay
Councilman Thayer	X	
Councilman Orton	X	
Councilwoman Hicks	X	
Councilman Adams	X	

(Roll call vote continued)

Aye Nay

Councilman Johnson

 $\overline{\mathbf{x}}$

All Council members voted in favor of the motion. The motion carried.

LION'S PARK RESTROOM:

Mr. Steve Decker, chairman of the TARP committee, told the Council that the TARP committee made a recommendation that the City either refurbish or replace the Lion's Park restrooms. They also recommended that the money set aside for the splash pad be used towards upgrading and maintaining our current park structures, instead of building something new that will also have to be maintained.

There was a big discussion about whether the bathrooms should be rebuilt or refurbished. After this discussion, Councilman Adams moved to table this item until more information can be obtained. Councilman Thayer seconded the motion. All Council members voted in favor of the motion. This item will be brought back to Council as a work meeting item.

WORK MEETING

REFINANCE OPPORTUNITY FOR POWER BOND – ZION'S BANK PUBLIC FINANCE – JONATHAN WARD AND MARCUS KELLER:

Mr. Jonathan Ward explained that Zion's Bank Public Finance has helped the City over the years with its Electric Revenue Bonds. They keep watch over the City's debt and look for opportunities to save money. Rates at this time are very, very low. Mr. Marcus Keller met with Mr. Scott and suggested that the City refinance its outstanding bonds. This would save the City \$138,000 on a net present value basis (after costs), or about \$14,000 a year through remaining life of the financing.

Mr. Ward said if they can generate a savings amount that is equal to 3% of the amount of the bonds they are refinancing, then it is a green light and they should take advantage of the opportunity. Right now, the savings amount would be over 3%. Mr. Ward said his objective is to offer this opportunity to the City and help with the refinancing of the bonds. The fees estimated with the refinance are estimated at \$40,000. The savings can be structured however the City wants it to be structured, and the costs are built in to the transaction and can be rolled into the new bond amount.

Councilman Johnson asked about early pay off. Mr. Keller said there are two scenarios. The first scenario has Zion's bank as the bond purchaser and the rates would be locked in. The City would continue to have the option of early pay off with a 30 day notice. The second scenario shows Zion's as a financial advisor. They would solicit bids from investors across the state and see where their rates are. This would be a competitive bid. Mr. Ward said that Zion's bank, as well as the Bank of Utah, are unique in that they allow pre-payment at any time. Pre-payment can be limited with other investors.

Mr. Ward said he likes the competitive process because it gives everyone a chance and it is easily defensible. It provides the Council with competitive coverage. The general consensus of the Council was to move forward with a competitive bid. Although they liked the idea of being able to lock in the rates, the felt it would be better to open it up to local investors.

DEPARTMENT REPORT - CLEVE MATHESON:

Mr. Matheson reported on the building permits pulled in 2015. He reported that in 2014, there were 30 total permits. In 2015, there were 10 new single family dwelling permits, 20 miscellaneous permits (remodels, sheds, gas meter, etc.), and 6 commercial permits.

IRON COUNTY REST HOME PROPOSAL:

Mr. Scott said he was able to discuss this with Attorney Wayment, who thinks this is a pretty straightforward agreement. His only comment was that the agreement should specify the timing of the payments, when they will be paid and how much, especially the amounts that the City will be receiving for the lease payments. Other than that Mr. Wayment felt good about the agreement.

DISCUSSION ABOUT ROADS:

Mayor Landes said one of the things the City is looking at as they are preparing the budget for the upcoming fiscal year, is to perhaps transfer money from other enterprise funds to put towards getting Parowan's roads repaired. Parowan has 28.5 miles of roads in the City and it is an expensive proposition. Mayor Landes said the City is committed to filling every pot hole in town, and the public works department has been working on this aggressively as weather permits. Mayor Landes said there is an opportunity to use some emergency funds to put towards roads.

Councilman Adams said he has approached the Mayor and Mr. Scott about this. He said one of the biggest complaints we receive in the City is about our roads. He said we have had this discussion about the splash pad for a long time now and taking \$80,000 from the Electric Department to build it. He feels strongly that he couldn't vote for that with the roads the way they are in our town.

In departmental budget hearings, they discussed where they could find the money to put into the roads. They talked about doing some creative financing where part of the money could come from this fiscal year and part from next fiscal year. They found they could come up with close to \$360,000 to go towards the roads. Councilman Adams said it costs \$35,000 per mile to chip seal the roads. The City could do about 12.5 miles of road with this amount of money.

Councilman Johnson said he doesn't agree with pulling money from another enterprise fund to fix the roads. He feels the Council should be proactive in finding solutions to the road problems. He said if there is excess money in the Electric Department to pull out to fix the roads, then our rates are too high. He suggested creating a special service district in order to have a roads tax. He said his whole thought behind the splash pad was that it is something the Electric Department could give back to the community and attract people to come to Parowan.

Councilwoman Hicks said she agrees with Councilman Johnson, but there has to be a starting point to fixing the roads, and this could be what gets the City started.

Councilman Adams said he is arguing against public perception. If the City puts in a splash pad instead of fixing its roads, that is a bad public perception problem.

Mayor Landes said whether they discuss a special service district or just raising taxes, these things take time. A solution is needed right away for our roads.

Councilman Orton said he has spoken to a lot of people about the splash pad, and they would prefer a splash pad to fixing the roads. He said with that consensus he has a hard time moving away from a splash pad.

Councilman Johnson expressed his concerned that if our power rates are too high, then there will always be this excess to kick back to roads and we are taxing people under the guise of a power bill. He said he doesn't even think that is legal. Mayor Landes said that we had a power rate study done and the Council agreed that the rates didn't need to be changed. Councilman Johnson said the study also said the best way to lower the rates would be to bring more people into Parowan. That's why he is for doing something that brings people into our town.

Councilman Johnson said we have the same amount of people that come through our town to go to Brian Head every year that the Shakespeare festival brings in. He asked how much money that brings to our community. He said the City is missing out in getting those people to stop in town and spend their money. He said we have to get families in this community. He said then the City says we don't want to do any of these activities to bring families in. He is frustrated that the Council has paired roads against a splash pad, because he sees these as two totally different things.

Councilman Adams said Councilman Johnson is willing to take \$80,000 out of the power department to put towards a splash pad. He asked what the difference is. Councilman Johnson said he is willing to invest \$80,000 in future clients for the power company. Councilman Adams said at the power board meeting people were scoffing at the City Council. He said he doesn't think the splash pad is going to bring anyone to Parowan. He said what brings people to Parowan is Parowan – it is small community and people are happy here.

Councilman Thayer said he thinks Parowan needs to look seriously at its branding. He feels that will help bring people to Parowan. He feels it would be worth it to invest in some professional help.

Mayor Landes asked what to do about the roads right now. Councilman Thayer said he thinks we need to fix the roads right now, but not just chip sealing them. There are roads that having crowning and drainage issues. They need to be repaired.

Councilman Adams asked if there is any way to have a road fund without raising taxes. He said we don't want to raise taxes, but somehow they have to come up with a long term investment in roads.

Councilman Johnson said the challenge with the power company is even if the City lowers rates the same amount that they want to put towards roads, there is still that base power that is being produced and sold off on the market at a much lower rate. He said it needs to be sold to people. We need to grow our community.

Councilman Johnson said he has been pushing very hard to get some events from the Utah Summer Games (soccer, archery) to come to Parowan. Casey McClellan, director of the USG, told Councilman Johnson there is nothing for the competitors to do in Parowan while they wait for their events. He said maybe it's not a splash pad, but there's got to be something in town for people to do. There's got to be something for them to stop for. He thinks it is short sighted to say let's bag the splash pad and take care of the roads. He said he wants to take care of the roads, but they need to come up with a funding mechanism that is geared towards roads.

Mayor Landes asked if the City lowers the power rates, where would the funding come from for the roads. It can only come from a tax. Mayor Landes asked the public what their opinions are on this subject.

Carol Cable said she agrees with Councilwoman Hicks that we need to get the roads started and then go forward with a long term plan. She said she works at the visitor center once a week and see retirees come through here all the time who say what a great town this is. She said she doesn't have anything against a splash pad, but she thinks the condition of our roads affects everyone equally across the board.

Chief Carpenter said he's not opposed to the roads at all. He asked how many people know that Cedar City has a splash pad. He said it never works. He worked for Cedar City PD for 7½ years. The first year or two he was there, it was used. Ever since then it has been turned off. He said he was told that it is impossible for the City to maintain. They can't keep it repaired and working properly. He said in his view, a splash pad is a waste of money at this particular time and for where we live. He said he doesn't think the conditions are right for it. Chief Carpenter said that the infrastructure of the City needs to come first. It has to be able to support the community. He feels this is where the priority should be.

Councilwoman Hicks reported she did some research on splash pads around the area. There was a lot of negative feedback.

Mayor Landes said he agrees with Councilman Johnson that Parowan needs something for people to do here, especially the young children. But he doesn't think a splash pad is what is needed at this time. Councilman Johnson reiterated that he is disagrees with taking the \$80,000 from the Power Department and putting it towards roads. That was not the intent of the power board. He said the Council can decide to go ahead and do this, but he doesn't want to blur the lines between the intent of the Power Board to use that money to build clientele and bring people to the community and just using the funds for the roads.

Councilwoman Hicks suggested incorporating the splash pad in with the swimming pool. She said it could help generate revenue and could be monitored by the pool employees.

SPLASH PAD DISCUSSION: Mr. Scott said he has some letters from the 6th grade for the Council regarding the splash pad, some in support, some not. Councilwoman Hicks said she polled the 6th graders and given the choice between putting money into a splash pad and putting it into the swimming pool, which would they rather do? The kids voted for the swimming pool.

Councilman Johnson said he is not fighting for a splash pad. He is fighting for something that brings people to Parowan.

EAGLE ROCK ROAD DISCUSSION - KEVIN MCCLELLEN:

Mr. McClellen introduced Mr. Ted Steffensen. Mr. McClellen said the road they are discussing is 2200 West from Eagle Rock to 200 South. Mr. Steffensen said that he and Mr. McClellen purchased the remaining lots at Eagle Rock. They want to build affordable housing, finish out the subdivision, and make it a nice community over there. They finished two homes before the end of the year and there has been interest, but no one wants to live on a dirt road.

They got some bids to see what the price would be to do a double chip seal with a flush coat on that road. Mr. Steffensen said it wouldn't take a lot to bring that road up to where the chip seal would be. It has a good road base. The price to chip seal the road is about \$69,000. Mr. Steffensen said they would like to see what Parowan City can do to help them.

Councilman Thayer asked what they propose Parowan City do. Mr. Steffensen proposed that they build the road, and Parowan City suspend the first 10 impact fees. This way, the road gets done and they can get properties moving out there. It is a property tax benefit to the City. It seems like a win-win situation.

Mr. Scott said he likes the thought, but legal council would have to look at it. He appreciates them thinking outside the box. There was some discussion among the Council, and it was determined that this should be moved to the next action meeting.

MEMBER REPORTS:

Councilman Thayer didn't have anything to report this evening.

Councilman Orton said that Mr. Decker covered everything he wanted to report on this evening.

Councilwoman Hicks reported that she met with Planning and Zoning and they reviewed the 14-5 RV Park Development and Sanitary Standards. They are working with Cleve Matheson on updating that code. They also looked at the snow plow and snow removal business here in town that are not licensed and addressed that issue.

Councilman Adams didn't have anything else to report this evening. He thanked everyone for the good discussions.

Councilman Johnson didn't have anything else to report this evening.

PUBLIC COMMENT & DISCUSSION - TWO MINUTE LIMIT EACH:

Mike Strong said there is a 50 - 100 yard section on Old Highway 91 that is full of potholes caused by the runoff on the south side of the road. This section sits in shade four months out of the year. He said patching it won't do anything. It needs to be repaved and the drainage fixed.

Mr. Strong asked what the price of repaving the road is if chip seal is \$35,000 per mile. Councilman Adams said this is something that needs to be assessed, but it is quite a bit more expensive. Councilman Johnson said there are options with a chip seal and a fog coat over the top that lasts longer. Councilman Thayer said paving is about three times more expensive than chip sealing.

Mr. Strong asked if the City hires people in the summer to do the potholes so it doesn't pull the public works away from what they need to be doing. He said most small towns do. Councilman Johnson said this was a great idea.

Donald Munn said he recognizes that saying taxes and increases together here can get a person hung, but if there isn't enough revenue being generated to run the City, this might need to be looked at. He said he has lived in City's that make you pay for paved streets and curbs upfront. He also said that what Councilman Johnson is saying about attractions is true. They keep people coming back to your town. But they are not going to come if you don't take care of your town.

Jerry Vesely thanked the Council for addressing the concerns he voiced at the last Council meeting. He thanked the City crews for coming out and fixing the road. He said that roads are very important. He also agrees that growth is very important. He feels that perhaps an indoor facility would be the best bet. He said the City can put their heads together and come up with something. He said yes we need to bring more people in, yes we need something that will attract families. A year round attraction would benefit the community.

Kate Scott and Alecia Biasi, 6th graders from Parowan Elementary school, addressed the Council. Miss Scott said they would like to speak for Mr. Robinson's 6th grade class. They would all love to have a splash pad. It is so entertaining and pleasant. It is always hot in Parowan, and she doesn't always want to go to the pool. It is a great place for parents and grandparents to sit down and watch their kids in the shade on the grass. There aren't many things to do in the summer here, and it doesn't have to cost a lot of money.

Miss Scott said first, splash pads are so enjoyable because when water is shooting out of the floor, you just want to run in it. It is a great place to spend some merry times with your family in the water. It is a great time to run around in the water and still have an amusing time. It is such a happy place for kids.

Second, Miss Scott said that Parowan is like an oven. It is really hot, and sometimes you just want to get refrigerated. She said the pool is very fun, but there is nothing to do. There is only a diving board. On a splash pad, you can chill down and have fun by running around. In the pool, you can't really run and escape from people. In a splash pad, you don't have to get all the way wet. You don't have to get your hair or some parts of your body wet. If you are a parent, you

can lay in the shade instead of the hard floor. When your kid wants to go to the splash pad, you don't have to get very wet.

Miss Scott's third point was that it doesn't have to cost that much money. She said there are not a lot of people in this town, so it doesn't need to be that big, as long as it is big enough for a few kids. She said they are not asking for the world's largest splash pad, they are just asking for a little more fun in Parowan.

Miss Scott's comments earned praise from the Council and applause from the audience.

Diane Bixman said before we do anything in our town, she feel it is really important to decide what our brand is here, and what we want here. She thinks this needs to be looked at a follow through on. She said she was glad to hear discussion about the roads. She asked Councilman Johnson about doing a fundraiser for the splash pad or something like that.

Mike Strong asked if putting something on the utility bill asking for donations for the splash pad would be an option.

Hearing no further comment from the public, Councilman Thayer moved to go into closed session. Councilwoman Hicks seconded the motion, with all Council members voting in favor of the motion.

CLOSED SESSION – STRATEGY SESSION TO DISCUSS THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY:

Mayor Landes brought the closed session to order at 8:12 p.m.

Members present: Mayor Donald G. Landes, Councilwoman Vickie Hicks, Councilmen Alan Adams, Ben Johnson, Jay Orton and Steve Thayer, City Manager Shayne Scott, Deputy City Recorder Heather Shurtleff

The Council went out of closed session at 8:15 p.m.

The regular City Council meeting was called back to order at 8:15 p.m.

ACTION ITEM - PROPERTY DEED:

Councilman Thayer moved to make a lot line adjustment to the Parowan City Offices property and deed the eight feet to Mr. Ward's property to the east. The motion was seconded by Council woman Hicks. All Council members voted in favor of the motion. The motion carried.

ADJOURN: Councilman Johnson moved to adjourn the meeting. Councilman Orton seconded the motion, with all Council members voting in favor of the motion. The meeting was adjourned at 8:17 p.m.

Donald G. Landes, Mayor

Heather Shurtleff, Deputy City Recorder



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Parowan City Check Register General Checking - 02/24/2016

Payee Name	Reference Number	Invoice Number	Payment Date	Amount	Description	Ledger Account
5 Star Life Insurance Company 5 Star Life Insurance Company	26929 26929	PR020516-3901 PR021916-3901	03/01/2016	156.07 156.07 \$312.14	5 Star Life Insurance 5 Star Life Insurance	102245 - MISC/PAYROLL PAYABLE 102245 - MISC/PAYROLL PAYABLE
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BAYLESS JEANNE LOGAN	26886	315800112.0201	02/25/2016	250.00	Deposit Refund: 315800112 - BAYLESS JEAN	532135 - CUSTOMER DEPOSITS
BELL, STEVEN	26938	Refund: 9000820	03/04/2016	1.80	Refund: 900082003 - BELL, STEVEN	531311 - ACCOUNTS RECEIVABLE
BENSON, ANGIE	26887	02112016	02/25/2016	54.00	ALLIGATOR JELLY FOR SOUVENIR SHOP	105929 - SOUVENIOR SHOP SUPP
BIASI AUTOMOTIVE & DIESEL, INC BIASI AUTOMOTIVE & DIESEL, INC	26888 26888 268888 268888 268888 26939 26939 26939 26939 26939 26939 26939 26939 26939 26939	32857 32860 32900 32901 32913 32946 32955 32957 33000 33000 33000 33000 33000 33000 33000 33000 33000 31000 31000 31000 31000 31000 31000 31000 31000 31000 31000 31000	02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016 03/04/2016	937.59 89.31 87.35 365.30 67.19 711.84 54.00 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44 127.44	95 Kodiak Wiper motor and related items replac Paul's 2013 Ram serviced and tires rotated Stan's 2013 Ram serviced and tires rotated parking brake pedal assembly replaced '01 Ford Ken's 2013 Ram - serviced and tires rotated valve cover gasket harnesses/ replaced - 2001 '01 Crown Vic - serviced and tires rotated 2004 CONDOR - GARBAGE TRUCK PUBLIC WORKS REPAIR SPLIT CHIEL WORKS REPAIR SPLIT CHIEL WORKS REPAIR SPLIT CHIEL WORKS REPAIR SPLIT PUBLIC WORKS REPAIR SPLIT	106125 - REPAIR TO EQUIPMENT 105425 - REPAIRS TO EQUIPMENT 105425 - REPAIR TO EQUIPMENT 105025 - REPAIR TO EQUIPMENT 107025 - REPAIRS TO EQUIPMENT 107025 - REPAIRS TO EQUIPMENT 107025 - REPAIRS TO EQUIPMENT 108025 - REPAIRS TO EQUIPMENT 524025 - REPAIRS TO EQUIPMENT 574026 - MAINTENANCE MATERIA 511601 - Electric work in process

Payee Name	Reference Number	Invoice Number	Payment Date	Amount Description	Ledaer Account
CAL RANCH STORES	26889	6370/11	02/25/2016	11.98 GLOVES	107026 - MAINTENANCE MATERIA
CENTURY LINK	26890	338302242016	02/25/2016	4.04 CENTURY LINK SPLIT	104228 - TELEPHONE
CENTURY LINK	26890	338302242016	02/25/2016	4.04 CENTURY LINK SPLIT	105828 - TELEPHONE
CENTURY LINK	26890	338302242016	02/25/2016		106928 - TELEPHONE
CENTURY LINK	26890	338302242016	02/25/2016	CENTURY LINK	107128 - TELEPHONE
CENTURY LINK	26890	338302242016	02/25/2016		108028 - TELEPHONE
	26890	338302242016	02/25/2016		104128 - TELEPHONE
	26890	338302242016	02/25/2016		105928 - TELEPHONE
	26890	338302242016	02/25/2016	CENTURY LINK	574028 - TELEPHONE
	26890	338302242016	02/25/2016		524028 - TELEPHONE
	26890	338302242016	02/25/2016	CENTURY LINK	524128 - TELEPHONE
	26890	338302242016	02/25/2016	CENTURY LINK	105428 - TELEPHONE
	26890	338302242016	02/25/2016	CENTURY LINK	104328 - TELEPHONE
	26890	338302242016	02/25/2016		514028 - TELEPHONE
	26890	338302242016	02/25/2016	CENTURY LINK	534028 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	104228 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	105828 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	106928 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	107128 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	108028 - TELEPHONE
	26890	414502252016	02/25/2016		104128 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	105928 - TELEPHONE
	26890	414502252016	02/25/2016		574028 - TELEPHONE
	26890	414502252016	02/25/2016		524028 - TELEPHONE
CENTURY LINK	26890	414502252016	02/25/2016	CENTURY LINK	524128 - TELEPHONE
CENTURY LINK	26890	414502252016	02/25/2016	CENTURY LINK	105428 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	104328 - TELEPHONE
	26890	414502252016	02/25/2016	CENTURY LINK	514028 - TELEPHONE
CENTURY LINK	26890	414502252016	02/25/2016	CENTURY LINK	534028 - TELEPHONE
	26890	857402242016	02/25/2016	CENTURY LINK	104228 - TELEPHONE
	26890	857402242016	02/25/2016		105828 - TELEPHONE
	26890	857402242016	02/25/2016		106928 - TELEPHONE
	26890	857402242016	02/25/2016		107128 - TELEPHONE
	26890	857402242016	02/25/2016		108028 - TELEPHONE
	26890	857402242016	02/25/2016		104128 - TELEPHONE
	26890		02/25/2016		105928 - TELEPHONE
	26890		02/25/2016	CENTURY LINK	574028 - TELEPHONE
CENTURY LINK	26890		02/25/2016	CENTURY LINK	524028 - TELEPHONE
CENTURY LINK	26890	857402242016	02/25/2016	CENTURY LINK	524128 - TELEPHONE
CENTURY LINK	26890		02/25/2016	CENTURY LINK	105428 - TELEPHONE
CENTURY LINK	26890		02/25/2016		104328 - TELEPHONE
CENTURY LINK	26890	857402242016	02/25/2016		514028 - TELEPHONE
CENTURY LINK	26890		02/25/2016		534028 - TELEPHONE
CENTURY LINK	26890	904702242016	02/25/2016		105828 - TELEPHONE
CENTURY LINK	26890		02/25/2016		106928 - TELEPHONE
	26890	904/02242016	02/25/2016	0.63 CENTURY LINK SPLIT	107128 - TELEPHONE
CENIUKY LINK	70030		02/23/2010		108028 - 1ELEPHONE

Payee Name	Reference Number	Invoice Number	Payment Date	Amount	Description	Ledger Account
CENTURY LINK	26890	904702242016	02/25/2016	0.66	CENTURY LINK SPLIT	104228 - TELEPHONE
CENTURY LINK	26890	904702242016	02/25/2016	1.26	CENTURY LINK SPLIT	104128 - TELEPHONE
CENTURY LINK	26890	904702242016	02/25/2016	1.26	CENTURY LINK SPLIT	105928 - TELEPHONE
CENTURY LINK	26890	904702242016	02/25/2016	1.58	CENTURY LINK SPLIT	574028 - TFI FPHONE
CENTURY LINK	26890	904702242016	02/25/2016	2.37	CENTURY LINK SPLIT	524028 - TEI EPHONE
CENTURY LINK	26890	904702242016	02/25/2016	2.37	CENTURY LINK SPLIT	524128 - TFI FPHONE
CENTURY LINK	26890	904702242016	02/25/2016	3.16	CENTURY LINK SPLIT	105428 - TEI EPHONE
CENTURY LINK	26890	904702242016	02/25/2016	3.79	CENTURY LINK SPLIT	104328 - TEI EPHONE
CENTURY LINK	26890	904702242016	02/25/2016	4.74		514028 - TEI EPHONE
CENTURY LINK	26890	904702242016	02/25/2016	7.90	CENTURY LINK SPLIT	534028 - TEI EPHONE
CENTURY LINK	26890	910902242016	02/25/2016	1.90	CENTURY LINK SPLIT	104228 - TEI EPHONE
CENTURY LINK	26890	910902242016	02/25/2016	1.90	CENTURY LINK SPLIT	105828 - TELEDHONE
CENTURY LINK	26890	910902242016	02/25/2016	1.90	L N	106928 - TELET HOINE
CENTURY LINK	26890	910902242016	02/25/2016	1.90	CENTURY LINK SPLIT	107128 - TEI FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	1.90	CENTURY LINK SPLIT	108028 - TFI FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	3.80	CENTURY LINK SPLIT	104128 - TELEPHONE
CENTURY LINK	26890	910902242016	02/25/2016	3.80	CENTURY LINK SPLIT	105928 - TEI FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	4.75	CENTURY LINK SPLIT	574028 - TELEPHONE
CENTURY LINK	26890	910902242016	02/25/2016	7.12	CENTURY LINK SPLIT	524028 - TEI FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	7.12	LINK	524128 - TFI FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	9.50	EX	105428 - TEL FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	11.39	LINK	104328 - TEL EPHONE
CENTURY LINK	26890	910902242016	02/25/2016	14.25	CENTURY LINK SPLIT	514028 - TEL FPHONE
CENTURY LINK	26890	910902242016	02/25/2016	23.75	CENTURY LINK SPLIT	534028 - TEI FPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.15	CENTURY LINK SPLIT	104228 - TFI FPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.15	CENTURY LINK SPLIT	105828 - TELEPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.15	CENTURY LINK SPLIT	106928 - TELEPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.15	CENTURY LINK SPLIT	107128 - TELEPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.15		108028 - TELEPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.31		100220 - IEEE FIDHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.31	Y	105928 - TELE HONE
CENTURY	26891	1366401787	02/25/2016	0.39	CENTIBY INK SPIT	527008 TELEPHONE
CENTURY LINK	26891	1366401787	02/25/2016	0.58	CENTIRY INK APIT	574028 - IELEPHONE
CENTIBY LINK	26891	1366401787	02/25/2016	0.58	CENTIED IN SPIT	324020 - IELEPHONE 524130 - TELEPHONE
CENTIDY LINK	26891	1366401787	02/25/2016	0.00	CENTIDY INVOICE	324120 - IELEPHONE
CENTIER	26891	1366401787	02/25/2016	0.70	CENTIDY INK OF IT	103420 - IELEPHONE
CENTIDY INK	26891	1366401787	02/25/2016	, t	CENTURY LINK OF LI	104320 - IELEPHONE
CENTIDALEINK	26891	1366401787	02/25/2016	1 0 0	CENTION LIN OF LI	514028 - IELEPHONE
			05153150	\$959.02		334020 - IELEPHONE
Contract to the second	76037	00001016 4066	9100110000	00 303	Control of the contro	
Cuild Support Services	10607	_	03/01/2010	555.38	Child Support Services	102245 - MISC/PAYROLL PAYABLE
COBE EVANS	26892	02242016	02/25/2016	149.75	MEAL AND TRAVEL REIMBURSEMENT FOR	514023 - TRAVEL, MEALS AND LO
CODALE ELECTRIC SUPPLY, INC	26941	\$5606534.001	03/04/2016	233.48	ELECTRONIC BALLASTS, BINYL ELEC. TAPE	534026 - MAINTENANCE MATERIA
CODALE ELECTRIC SUPPLY, INC	26941	S5614131.001	03/04/2016	\$340.92	BALASTS AND LIGHTS FOR NEW VISITOR C	105926 - MAINTENANCE MATERIA
COLONIAL LIFE	26942	9813098-031063	03/04/2016	610.94	INSTRANCE PREMILIM	102252 - COLONIAL INSTIBANCE D
				>		102232 - COLOIMAL INSURANCE F

Payee Name	Reference Number	Invoice Number	Payment Date	Amount	Description	ledder Account
DAVIS HEATING & A/C SERVICE	26943	39761	03/04/2016	65.00	SERVICE TO BACK AREA AND DRESSING R	107326 - MAINTENANCE MATERIA
DECADENCE ENTERPRISES	26944	10012	03/04/2016	31.25	CLEANING SPLIT	524031 - PROFESSIONAL & TECH
DECADENCE ENTERPRISES	26944	10012	03/04/2016	31.25	CLEANING SPLIT	
DECADENCE ENTERPRISES	26944	10012	03/04/2016	40.60	CLEANING SPLIT	
DECADENCE ENTERPRISES	26944	10012	03/04/2016	40.63	CLEANING SPLIT	1
DECADENCE EN LEKPRISES	26944	10012	03/04/2016	40.63	CLEANING SPLIT	- PROFESSIONAL
DECADENCE EN LERPRISES	26944	10012	03/04/2016	40.63	CLEANING SPLIT	- PROFESSIONAL
DECADENCE ENTERPRISES	26044	10012	03/04/2016	02.50	CLEANING SPLIT	- PROFESSIONAL
DECADENCE ENTERPRISES	26044	20012	03/04/2010	02.20	OLEANING OPLI	- PROFESSIONAL
DECADENCE ENTERPRISES	26944	20012	03/04/2016	02.50	CLEANING SPLIT	- PROFESSIONAL
DECADENCE ENTERPRISES	20944	10012	03/04/2010	67.10	OLEANING OPLI	- PROFESSIONAL
DECADENCE ENTERPRISES	26944	10012	03/04/2016	187.50	CLEANING SPLIT	- PROFESSIONAL
DECADENCE ENTERPRISES DECADENCE ENTERPRISES	26944	10012	03/04/2016	365.63	CLEANING SPLIT CLEANING SPLIT	105431 - PROFESSIONAL AND TE 104331 - PROFESSIONAL AND TE
				\$1,250.00		
DONALD G LANDES	26893	02162016	02/25/2016	82.88	MILEAGE REIMBURSEMENT TO APWA MAY	104123 - TRAVEL
DRAMATIC PUBLISHING	26894	5213685	02/25/2016	510.00	licensing for "Cheaper By the Dozen"	107365 - EVENTS & PRODUCTION
ENERLYTE, LLC	26945	6853	03/04/2016	142.00	enerlyte energy efficiency monthly service	534031 - PROFESSIONAL & TECH
EWING DARRELL EMMI	26895	120797001.0222	02/25/2016	180.45	Deposit Refund: 120797001 - EWING DARREL	532135 - CUSTOMER DEPOSITS
FADS	26946	008950	03/04/2016	210 92	REPAIRS ON 2013 GMC - JEBEMY EDANK!	FIGURE OF GLADE TO FOLK
FADS	26946	414254	03/04/2016	2.26	SHOP SPILIT	106126 - NETAIR TO EQUIPMEN
FADS	26946	414254	03/04/2016	2.27	SHOP SPLIT	514026 - MAINTENANCE, MATERIA
FADS	26946	414254	03/04/2016	2.27	SHOP SPLIT	524026 - MAINTENANCE MATERIA
FADS	26946	414254	03/04/2016	2.27	SHOP SPLIT	
FADS	26946	414254	03/04/2016	2.27	SHOP SPLIT	534026 - MAINTENANCE MATERIA
FADS	26946	414254	03/04/2016	2.27	SHOP SPLIT	3
FADS	26946	414256	03/04/2016	0.22	SHOP SPLIT	
FAUS	26946	414256	03/04/2016	0.22	SHOP SPLIT	
ADS ADS	26946	414230	03/04/2016	0.22	SHOP SPLII	524026 - MAINTENANCE MATERIA
FADS	26946	414256	03/04/2016	0.22	SHOP SPLIT	524126 - MAINTENANCE MATERIA 534026 - MAINTENANCE MATERIA
FADS	26946	414256	03/04/2016	0.22	SHOP SPLIT	
FADS	26946	414275	03/04/2016	43.51	BATTERY, CORE DEPOSITS	524125 - REPAIRS TO EQUIPMENT
FADS	26946	414275	03/04/2016	43.52	BATTERY, CORE DEPOSITS	524025 - REPAIR TO EQUIPMENT
FADS	26946	414508	03/04/2016	0.94	SHOP SPLIT	106126 - MAINTENANCE, MATERIA
FADS	26946	414508	03/04/2016	0.94	SHOP SPLIT	
FADS	26946	414508	03/04/2016	0.94	SHOP SPLIT	ı
FADS	26946	414508	03/04/2016	0.94	SHOP SPLII	1
FAUS	26946	414500	03/04/2016	0.85	SHOP SPLII	
200	26946	414518	03/04/2016	20.0	SHOT OF EL	1
FADS	26946	414518	03/04/2016	1.29	SHOP SPLIT	514026 - MAINTENANCE, MATERIA
FADS	26946	414518	03/04/2016	1.29	SHOP SPLIT	t
FADS	26946	414518	03/04/2016	1.29	SHOP SPLIT	1
FADS	26946	414518	03/04/2016	1.29	SHOP SPLIT	- 6

Payee Name	Reference	Invoice Number	Payment Date	Amount	Description	Ledger Account
FADS	26946	414518	03/04/2016	1.29	SHOP SPLIT	574026 - MAINTENANCE MATFRIA
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	106126 - MAINTENANCE MATERIA
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	524026 - MAINTENANCE MATERIA
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	524126 - MAINTENANCE MATERIA
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	534026 - MAINTENANCE MATERIA
FADS	26946	414634	03/04/2016	2.48	SHOP SPLIT	574026 - MAINTENANCE MATERIA
FADS	26946	414902	03/04/2016	98.85	ASSORTED FILTERS	107025 - REPAIRS TO FOUIDMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	106125 - REPAIR TO FOI IIPMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	107025 - REPAIRS TO FOI IIDMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	107125 - REPAIRS TO EQUIPMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	108025 - REDAIDS TO EQUIPMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	524025 - NEPAINS TO EQUIPMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPLIT	524125 - REPAIRS TO EQUIPMENT
FADS	26946	414911	03/04/2016	3.79	PUBLIC WORKS REPAIR SPI IT	574026 - MAINTENANCE MATERIA
FADS	26946	414911	03/04/2016	3.80	PUBLIC WORKS REPAIR SPLIT	514025 - REPAIR TO FOI IIDMENT
FADS	26946	414914	03/04/2016	2.71	PUBIC WORKS SPLIT	524026 - MAINTENANCE MATERIA
FADS	26946	414914	03/04/2016	2.71	PUBLIC WORKS SPLIT	106126 - MAINTENANCE MATERIA
FADS	26946	414914	03/04/2016	2.71	PUBLIC WORKS SPLIT	524126 - MAINTENANCE, MATERIA
FADS	26946	414914	03/04/2016	2.71	PUBLIC WORKS SPLIT	574026 - MAINTENANCE MATERIA
FADS	26946	414914	03/04/2016	2.73	PUBLIC WORKS SPLIT	514026 MAINTENANCE MATERIA
FADS	26946	414989	03/04/2016	13.85	SHOP SPLIT	t
FADS	26946	414989	03/04/2016	13.85	THOS GUEST	624026 MAINTENANCE, WATERIA
FADS	26946	414989	03/04/2016	13.85	SHOP SPLIT	524020 - MAINTENANCE MATERIA
FADS	26946	414989	03/04/2016	13.85	SHOP SPLIT	524026 MAINTENANCE MAIERIA
FADS	26946	414989	03/04/2016	13.87	SHOP SPLIT	514020 - MAINTEINAINCE MATERIA
FADS	26946	414989	03/04/2016	13.89	SHOP SPIT	634026 - MAINTENANCE MATERIA
FADS	26946	414999	03/04/2016	37.70	WIPER BLADES, 2013 RAM 150	106426 DEDAIDS TO FOLIDATERIA
EADS	26946	415068	03/04/2016	92.79	CHOD Spile	103423 - REPAIRS TO EQUIPMENT
FADS	26946	415068	03/04/2016	92.34	SHOT STELL	106126 - MAINTENANCE, MATERIA
FADS	26946	415068	03/04/2016	92.34	SHOP SPIT	524026 - MAINTENANCE MATERIA
FADS	26946	415068	03/04/2016	92.94	SHOP SPIT	524026 MAINTENANCE WATERIA
EADS	26946	415068	03/04/2016	92.94	SHOP SPLIT	514026 - MAINTENANCE MATERIA
SUPE	26946	415068	03/04/2016	02.33	CHOI OF CHI	1
0000	26946	415069	03/04/2016	27.00	ביוסר טרוט	3340Z6 - MAIN ENANCE MALERIA
000	26046	415069	03/04/2010	10.12	HIGH OF LE	1
2040	26046	415069	03/04/2010	10.72	STOP SPLIT	514026 - MAINIENANCE MATERIA
ממאר	20340	415069	03/04/2010	10.12		524026 - MAIN ENANCE MATERIA
FAUS	20340	415009	03/04/2016	27.83	SHOP SPLII	524126 - MAINTENANCE MATERIA
FAUS	20340	415009	03/04/2016	27.81	SHOP SPLII	574026 - MAINTENANCE MATERIA
FADS	26946	415069	03/04/2016	27.85	SHOP SPLIT	1
FADS	26946	415105	03/04/2016	23.98	RED-TACKY GREASE/GREASE GUN	- MAINTENANCE
FADS	20940	415150	03/04/2016	7.24	SONF YE, LAKP FAS	554026 - MAINTENANCE MATERIA
FADS	70340	415263	03/04/2016	1.58	LUBING	108526 - MAINTENANCE MATERIA
				\$1,362.35		
FASTENAL	26947	UTCED66457	03/04/2016	9.82	SHOP SPLIT	106126 - MAINTENANCE MATERIA
FASTENAL	26947	UTCED66457	03/04/2016	9.82	SHOP SPLIT	524026 - MAINTENANCE MATERIA
FASTENAL	26947	UTCED66457	03/04/2016	9.85	SHOP SPLIT	524126 - MAINTENANCE MATERIA

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Payee Name	Reference Number	Invoice	Payment Date	Amount	Description	Ledger Account
	26947 26947 26947	UTCED66457 UTCED66457 UTCED66457	03/04/2016 03/04/2016 03/04/2016	9.82 9.83 9.84	SHOP SPLIT SHOP SPLIT SHOP SPLIT	574026 - MAINTENANCE MATERIA 514026 - MAINTENANCE MATERIA 534026 - MAINTENANCE MATERIA
	26948	703-42800	03/04/2016	476.10	'13 RAM TIRES - REFILLING INVENTORY	105425 - REPAIRS TO FOILIBMENT
	26896	9027805598	02/25/2016	17.61	1/8 in neoprene 2 ply 24: X 12"	107126 - MAINTENANCE MATERIA
	26897	100000690.0216	02/25/2016	205.05	Deposit Refund: 100000690 - GRIEGO, RUBE	532135 - CUSTOMER DEPOSITS
	2261603 2261603	02292016 20292016-01	03/01/2016	-1,150.00	Correction Health Savings Account Dec-Jan monthly fee	102249 - HEALTH SAVINGS ACCO 104314 - INSURANCE
	2261603 2261603	20292016-01 20292016-01	03/01/2016 03/01/2016	6.88	Dec-Jan monthly fee Dec-Jan monthly fee	107014 - INSURANCE 534014 - INSURANCE
	2261603	20292016-01 PR012216-4720	03/01/2016	20.65	Dec-Jan monthly fee	105414 - INSURANCE
	2261603	PR020516-4720	03/01/2016	1,275.00	HSA Savings Account	102249 - HEALTH SAVINGS ACCO
	2261603 2261603	PR021916-4720 PR072415-4720	03/01/2016	225.00	HSA Savings Account	102249 - HEALTH SAVINGS ACCO
	2261603	PR082115-4720	03/01/2016	200.00	HSA Savings Account	102249 - HEALTH SAVINGS ACCO
	2201022	07/1-01016001	03/07/10/00	\$1,691.30	non odvings Account	102249 - HEALIH SAVINGS ACCO
HOME DEPOT CREDIT SERVICES	26898	14760	02/25/2016	563.78	REMODELING SUPPLIES FOR NEW VISITOR	105926 - MAINTENANCE MATERIA
HOME DEPOT CREDIT SERVICES	26898	2021979	02/25/2016	52.65	REMODELING SUPPLIES FOR NEW VISITOR REMODELING SUPPLIES FOR NEW VISITOR	105926 - MAINTENANCE MATERIA 105926 - MAINTENANCE MATERIA
HOME DEPOT CREDIT SERVICES HOME DEPOT CREDIT SERVICES	26898 26898	2022950 3015124	02/25/2016 02/25/2016	56.39 349.98	REMODELING SUPPLIES FOR NEW VISITOR REMODELING SUPPLIES FOR NEW VISITOR	105926 - MAINTENANCE MATERIA 105926 - MAINTENANCE MATERIA
HOME DEPOT CREDIT SERVICES	26898	5103756	02/25/2016	1,247.00	STACKABLE TABLES FOR FAIR BUILDING	- MAINTENANCE
DEPOT CREDIT SERVICES DEPOT CREDIT SERVICES	26898 26898	6010321 7021538	02/25/2016 02/25/2016	283.00	REMODELING SUPPLIES FOR NEW VISITOR CEILING TILE FOR NEW VISITOR CENTER	105926 - MAINTENANCE MATERIA 105926 - MAINTENANCE MATERIA
			ı	\$3,378.28		
	26949	79602	03/04/2016	3.94	SUPPLIES	104224 - OFFICE SUPPLIES AND E
	26949	29602	03/04/2016	3.94	OFFICE SUPPLIES SPLII	105824 - OFFICE SUPPLIES AND E
	26949	79602	03/04/2016	3.94	SUPPLIES	
	26949	79602	03/04/2016	7.87		104124 - OFFICE SUPPLIES AND E
	26949	79602	03/04/2016	7.87	SUPPLIES	105926 - MAINTENANCE MATERIA
	26949	79602	03/04/2016	19.68	OFFICE SUPPLIES SPLIT	105424 - OFFICE SUPPLIES AND E
	26949	79602	03/04/2016	37.28	SUPPLIES	- OFFICE
	26949	79602	03/04/2016	37.28	SUPPLIES	- OFFICE
	26949	79602	03/04/2016	41.43	OFFICE SUPPLIES SPLIT	t
	26949	79602	03/04/2016	74 57	SUPPLIES	534024 - OFFICE SUPPLIES AND E
	26949	79602	03/04/2016	82.82	SUPPLIES	- OFFICE
	26878	02242016	02/24/2016	110.00	PAYMENT FOR CPR CLASS	105733 - EDUCATION AND TRAINI

Ledger Account	104231 - PROFESSIONAL AND TE 105731 - PROFESSIONAL AND TE 105871 - PROFESSIONAL AND TE	- PROFESSIONAL	108031 - PROFESSIONAL & TECH	- PROFESSIONAL	- PROFESSIONAL	- PROFESSIONAL	- PROFESSIONAL		514031 - PROFESSIONAL & TECH	יייי איניין באאוטואאר	514023 - TRAVEL, MEALS AND LO	574040 - GAS AND OIL	524140 - GAS AND OIL	524040 - GAS AND OIL 514040 - GAS AND OII	534040 - GAS AND OIL		511651 - Autos & Trucks 571651 - Autos & Trucks 521651 - Autos & Trucks		105926 - MAINTENANCE MATERIA	444074 - CAPITAL OUTLAY - EQUI	102245 - MISC/PAYROLL PAYABLE 102245 - MISC/PAYROLL PAYABLE		107521 - BOOKS 107521 - BOOKS	107521 - BOOKS	107521 - BOOKS	107521 - BOOKS	10/321 - BOOKS 107521 - BOOKS		107259 - GLIDER EVENTS 107270 - RECREATION/CONVENTI	554031 - PROFESSIONAL & TECH
Description	LEGAL SERVICES LEGAL SERVICES LEGAL SERVICES	LEGAL SERVICES	LEGAL SERVICES SPLIT	LEGAL SERVICES SPLIT		MEAL REIMBURSEMENT FOR RURAL WATE	KEN BETTERIDGE SPLIT - ULS DYED	KEN BETTERIDGE SPLIT - ULS DYED	KEN BETTERIDGE SPLIT - ULS	KEN BETTERIDGE		ALDO'S WORK TRUCK - 2016 F-550 ALDO'S WORK TRUCK - 2016 F-550 ALDO'S WORK TRUCK - 2016 F-550		March rent for Visitor's center	extra shelves in vauit room, Heather's office $\&\ 1$	Pre-Paid Legal Pre-Paid Legal		BOOKS ON CD			BOOK			HEATHER IRISH/HEATHER SAPP T-SHIRTS YOUTH VOLLEYBALL CAMP T-SHIRTS	DUMPSTER FEES					
Amount	14.06 14.06 14.06	14.06	70.30	93.73	140.60	187.46	187.46	187.46	374.93	\$1,874.63	93.00	23.56	23.57	94.18	94.18	46.670.46	16,670.46 16,670.46 33,340.92	\$66,681.84	626.00	1,328.00	12.95 12.95 \$25.90		195.99	43.92	64.99	20.80	43.98	\$415.67	132.50 825.00 \$957.50	296.64
Payment Date	03/04/2016 03/04/2016 03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016		02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	2400/30/00	02/25/2016 02/25/2016 02/25/2016		03/04/2016	02/25/2016	03/01/2016	0.000	02/25/2016	02/25/2016	02/25/2016	02/25/2016	03/04/2016		02/25/2016	03/04/2016
Invoice Number	FEB 2016 FEB 2016 FEB 2016	FEB 2016	FEB 2016	FEB 2016	FEB 2016	FEB 2016	FEB 2016	FEB 2016	FEB 2016		02242016	0602872	0602872	0602872	0602872	2045 02635	2015-B2635 2015-B2635 2015-B2635		03022016	PSB0216	PR020516-3755 PR021916-3755	0,700	607308	607375	609191	609810	608971		2052 2082	03032016
Reference Number	26950 26950 26950	26950	26950	26950	26950	26950	26950	26950	26950		26899	26900	26900	26900	26900	26001	26901 26901		26951	26902	26932 26932		26903	26903	26903	26903	26952		26904 26953	26954
Payee Name	JUSTIN WAYMENT, PC JUSTIN WAYMENT, PC JUSTIN WAYMENT, PC		JUSTIN WAYMENT, PC			_			JUSTIN WAYMENT, PC		KELLY STONES	KEN BETTRIDGE DISTRIBUTING	KEN BETTRIDGE DISTRIBUTING	KEN BETTRIDGE DISTRIBUTING	BETTRIDGE	ממטש ששמאיר אשרי	KEN GARFF FORD KEN GARFF FORD		KOEHLER, LEIGHTON	LARRY PENDLETON BUILDING	LegalShield LegalShield		MICROMARKETING ASSOCIATES	MICROMARKETING ASSOCIATES	MICROMARKETING ASSOCIATES	MICROMARKE ING ASSOCIATES	MICROMARKETING ASSOCIATES		MONSTER INK & DESIGN MONSTER INK & DESIGN	MOSDELL SANITATION

Payee Name	Reference Number	Invoice Number	Payment Date	Amount	Description	Ledger Account
MOUNT OLYMPUS WATERS, INC MOUNT OLYMPUS WATERS, INC	26955 26955	10217034 02261 10220009 02261	03/04/2016	25.18 12.50 \$37.68	WATER COOLER RENTAL/WATER WATER COOLER RENTAL	534061 - SUNDRY 514061 - SUNDRY
Mountain America Credit Union	26933	PR021916-3752	03/01/2016	680.00	Credit Union	102240 - CREDIT UNION PAYABI F
MOUNTAIN LOAN CENTERS, INC.	26934	PR021916-5544	03/01/2016	17.08	Garnishment	102245 - MISC/PAYROLL PAYABLE
MOUNTAIN WEST COMPUTERS	26905	49105	02/25/2016	359.00	laserjet printer for library	107526 - MAINTENANCE MATERIA
PALLESON, AARON	26956	02252016	03/04/2016	75.00	REFEREE YOUTH BASKETBALL GAMES 15	107270 - RECREATION/CONVENTI
PAROWAN CITY	26935	PR020516-330	03/01/2016	175.00	Miscellaneous Deduction	102245 - MISC/PAYROLL PAYABLE
PAROWAN HOME CENTER	26957	A84329	03/04/2016	1.71	SLEEVES	107126 - MAINTENANCE MATERIA
PAROWAN HOME CENTER PAROWAN HOME CENTER	26957	A84333 A84338	03/04/2016	33.43	FOAM MOUNTING TAPE PAINT BRIISH THE SCRAPER WALL STEID	104326 - MAINTENANCE MATERIA
	26957	A84340	03/04/2016	19.77	SPACKLING, PAINTER TAPE	105926 - MAINTENANCE MATERIA
	26957	A84369	03/04/2016	30.58	PAINT, PAINT TRAY SET	- MAINTENANCE
PAROWAN HOME CENTER	26957	A84398	03/04/2016	24.72	WOOD FINISH, WOOD GLUE	- MAINTENANCE
DABOWAN HOME CENTER	76957	A84588 A84434	03/04/2016	5.38	BLANK COVERS, WOOD SMOKE STACK	1
PAROWAN HOME CENTER	26957	A84540	03/04/2016	8.07	NOTE, KINGO, OCKEWO, WASHEKS WEI DING TIP CLEANER KIT	10/126 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	A84568	03/04/2016	19.78	PAINT PRIMER	1 1
HOME	26957	A84576	03/04/2016	13.48	PAINT BRUSHES	T
	26957	A84581	03/04/2016	26.99	PAINT	105926 - MAINTENANCE MATERIA
DAROWAN HOME CENTER	26957	A84646	03/04/2016	1.88	KEYS	- MAINTENANCE
PAROWAIN HOME CENTER	76927	A64/36 R253822	03/04/2016	12.05	JAM NOT, FRAME NOT	1
PAROWAN HOME CENTER	26957	B253822	03/04/2016	12.05	PUBLIC WORKS SPIT	324026 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B253822	03/04/2016	12.05	PUBLIC WORKS SPLIT	- 1
PAROWAN HOME CENTER	26957	B253822	03/04/2016	12.05	PUBLIC WORKS SPLIT	1
HOME	26957	B253822	03/04/2016	12.06	PUBLIC WORKS SPLIT	1
PAROWAN HOME CENTER	26957	B253900 B253000	03/04/2016	1.79	SHOP SPLIT	1
I ONE	26957	B233900 R253900	03/04/2016	1.79		1
PAROWAN HOME CENTER	26957	B253900	03/04/2016	1.79	SHOP SPLIT	524026 - MAINTENANCE MATERIA 524126 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B253900	03/04/2016	1.79	SHOP SPLIT	1
PAROWAN HOME CENTER	26957	B253900	03/04/2016	1.80	SHOP SPLIT	
PAROWAN HOME CENTER	26957	B253987	03/04/2016	1,33	SHOP SPLIT	1
PAROWAN HOME CENTER	26957	B25398/ B253987	03/04/2016	1.35	SHOP SPLIT	514026 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B253987	03/04/2016	1.35	SHOP SPLIT	524026 - MAINTENANCE MATERIA 524126 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B253987	03/04/2016	1.35	SHOP SPLIT	
PAROWAN HOME CENTER	26957	B253987	03/04/2016	1.35	SHOP SPLIT	574026 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B254156	03/04/2016	10.15	PUBLIC WORKS SPLIT	
DABOWAN HOME CENTER	76897	B254156 B264166	03/04/2016	10.16	PUBIC WORKS SPLII	1
PAROWAIN HOME CENTER	26957	B254156	03/04/2016	10.16	PUBLIC WORKS SPLIT	514026 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B254156	03/04/2016	10.16	PUBLIC WORKS SPLIT	524120 - MAINTENANCE MATERIA 574026 - MAINTENANCE MATERIA
PAROWAN HOME CENTER	26957	B254168	03/04/2016	12.22	GRAB HOOKS	

Ledger Account	107126 - MAINTENANCE MATERIA	107126 - MAINTENANCE MATERIA		105926 - MAINTENANCE MATERIA	- MAINTENANCE	- MAINTENANCE	- MAINTENANCE	- MAINTENANCE	- MAINTENANCE	- 1	- MAINTENANCE	1		t	- MAINTENANCE	- MAINTENANCE	1	- MAINTENANCE	1		1	1	1	1	1	1	- MAINTENANCE	- MAINTENANCE	108526 - MAINTENANCE MATERIA	524026 - MAINTENANCE MATERIA		514026 - MAINTENANCE MATERIA	524126 - MAINTENANCE MATERIA	574026 - MAINTENANCE MATERIA	107026 - MAINTENANCE MATERIA	105926 - MAINTENANCE MATERIA	- MAINTENANCE	- MAINTENANCE		107226 - MAINTENANCE MATERIA	105926 - MAINTENANCE MATERIA	105926 - MAINTENANCE MATERIA	105723 - TRAVEL MEALS AND LO	107270 - RECREATION/CONVENTI	105926 - MAINTENANCE MATERIA	105926 - MAINTENANCE MATERIA	105723 - TRAVEL, MEALS AND LO
Description	CLAMP CONNECTERS, WASHERS				DECOR PLATE, CHIP BRUSHES, LUMBER		ANGLES	SCREWS	RETURN - 2 ANGLES			-		SHOP SPLIT	SHOP SPLIT	SHOP SPLIT	SHOP SPLIT	KEY	MINI ROLL FRAME	BOLTS, TENSION PINS	SHOP SPLIT	SHOP SPLIT	SHOP SPLIT				KEY CUT	WD 40	CONCRETE CURE SEAL	PUBIC WORKS SPLIT	PUBLIC WORKS SPLIT	PUBLIC WORKS SPLIT	PUBLIC WORKS SPLIT	PUBLIC WORKS SPLIT	CHAIN	SCREWS	TROWEL	SET SCREWS		INSERT TABS FOR EVENTS	SUPPLIES FOR NEW VISITOR'S CENTER	CLEANING SUPPLIES FOR VISITOR CENTER	DRINKS FOR FIRE RUN	FOOD FOR FAMILY NIGHT AT FAIR BUILDIN	CLEANING SUPPLIES FOR VISITOR CENTER	CLEANING SUPPLIES FOR NEW VISITOR CE	FOOD FOR FIREMAN BANQUET
Amount	1.60	0.68	97.15	5.38	7.43	15.54	3.06	1.35	-1.53	26.99	12.58	4.76	4.76	4.76	4.76	4.77	4.77	1.88	4.04	0.91	5.53	5.55	5.55	5.55	5.55	5.56	1.88	3.77	16.46	0.34	0.34	0.34	0.34	0.34	14.00	0.38	8.09	2.07	\$628.22	11.34	5.79	26.05	32.26	48.64	28.97	5.64	325.70
Payment Date	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016		02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016
Invoice	B254185	B254245	B254309	B254416	B254429	B254462	B254558	B254594	B254596	B254889	B254928	B254996	B254996	B254996	B254996	B254996	B254996	B255023	B255045	B255112	B255132	B255132	B255132	B255132	B255132	B255132	B255162	B255209	B25528	B255309	B255309	B255309	B255309	B255309	B255311	B255322	B255512	B255550		051303	101148	251611	391354	461531	591223	721604	871804
Reference Number	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957	26957		26906	26906	26906	26906	26906	26906	26906	26906
Payee Name	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	HOME	PAROWAN HOME CENTER	HOME	PAROWAN HOME CENTER		PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER	PAROWAN HOME CENTER		PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.	PAROWAN MARKET INC.														

Ledger Account	104326 - MAINTENANCE MATERIA	524027 - UTILITIES 574027 - UTILITIES	524127 - UTILITIES 514027 - HTILITIES		107027 - UTILITIES	1255	106227 - UTILITIES	108527 - ITH THES & MISCELLANE	- UTILITIES	514027 - UTILITIES			524127 - UTILITIES 514027 - ITTH ITTES		1	524027 - UTILITIES	574027 - UTILITIES	524127 - UTILITIES	514027 - UTILITIES	534027 - UTILITIES	105927 - UTILITIES		105927 - UTILITIES	324027 - UTILITES 574027 - HTH HTES		514027 - UTILITIES	534027 - UTILITIES	107527 - UTILITIES	107327 - UTILITIES	10492/ - UTILLIES 104927 - ITILLIES	107027 - UTILITIES		108027 - UTILITIES	514027 - UTILITIES		107127 - UTILITIES	107127 - UTILITIES	107027 - UTILITIES	107127 - UTILITIES	10/02/ - UIILIIES
Description	COMMAND STRIPS AND WD-40 FOR CITY O	UTILITY SPLIT UTILITY SPLIT	UTILITY SPLIT UTILITY SPLIT	UTILITY SPLIT	HERITAGE PARK	FIRE DEPARTMENT	FIGURE RESTROOMS	AIRPORT RUNWAY LIGHTS AND POWER GA	DOG POUND	PULIC WORKS 405 N MAIN	UTILITY SPLIT	UTILITY SPLIT	UTILITY SPLIT	UTILITY SPLIT	WATER SHOP/SCADA METER	UTILITY SPLIT	73 N MAIN	VISITORS CENTER	VISITORS CENTER	UTILITY SPLIT	UTILITY SPLIT	UTILITY SPLIT	UTILITY SPLIT	LIBRARY	INEA I EK	JESSE SMITH HOME	LIONS PAVILLION	SWIMMING POOL	CEMETERY WATER	MAIN CANYON WELL	CITY CHLORINATOR	RODEO GROUNDS	EXB BUILDING	SUCCER FIELD	FAIR GR CON	BBALL CUINCESS				
Amount	9.34	36.24	144.85	144.85		278.02						16.79			264.34				164.90	164.90	0) %	00.00	8 3		-	_	_	456.49	87.45			3.5	(2000) (2000)				207/202		32.66	100
Payment Date	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/22/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/23/2016	02/23/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/22/2016	02/25/2016	04/45/40
Invoice Number	951028	1000002182016	1000002182016 1000002182016	1000002182016	122002182016	318302182016	410402182016	410502182016	4105102182016	411602182016	411/002182016	4117002182018	4117002182016	4117002182016	411702182016	411802182016	411802182016			411802182016	4159002182016	4159202182018	419702182016	419702182016	419702182016	419702182016		419802182016	422602182016	423002182016	610002182016	6100102182016	614702182016		615402182016	618902182016	6189702018201		6189720218201	
Reference Number	26906	26907	26907 26907	26907	26907	26907	26907	26907	26907	26907	26907	76907	26907	26907	26907	26907	26907	26907	26907	76907	76907	26907	76907	26907	26907	26907	26907	26907	76907	26907	26907	26907	26907	26907	26907	26907	26907	70697	76907	10004
Payee Name	PAROWAN MARKET INC.	PAROWAN TREASURER	PAKOWAN IKEASUKEK PAROWAN TREASURER		PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN IREASURER	PAROWAN IREASORER DAROWAN TREASIBEE	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAKOWAN IKEASUKEK	PARCWAN IREASORER	DARONAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PARCWAIN I REASONER DAROWAN TREASIRER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN TREASURER	PAROWAN IREASURER	PAROWAN TREASURER	PAKOWAN IKEASUKEK	PAKOWAN IKEASUKEK	TAROWAN INFOCUSION

Ledger Account	107027 - UTILITIES 574027 - UTILITIES 107027 - UTILITIES 534027 - UTILITIES 107027 - UTILITIES	107521 - BOOKS	107048 - POSTAGE 107348 - POSTAGE 105348 - POSTAGE 105948 - POSTAGE 524048 - POSTAGE 524148 - POSTAGE 554048 - POSTAGE 574048 - POSTAGE 534048 - POSTAGE	102250 - HEALTH INSURANCE PAY 102250 - HEALTH INSURANCE PAY	444074 - CAPITAL OUTLAY - EQUI	108526 - MAINTENANCE MATERIA	531601 - Electric work in process	524127 - UTILITIES 524127 - UTILITIES	514026 - MAINTENANCE MATERIA	107126 - MAINTENANCE MATERIA 107026 - MAINTENANCE MATERIA 514026 - MAINTENANCE MATERIA	104323 - TRAVEL, MEALS AND LO 534023 - TRAVEL, MEALS AND LO	104224 - OFFICE SUPPLIES AND E 104224 - OFFICE SUPPLIES AND E 105824 - OFFICE SUPPLIES AND E 106926 - MAINTENANCE MATERIA 108026 - MAINTENANCE MATERIA 104124 - OFFICE SUPPLIES AND E
Description	BBALL FIELD RACE TRACK WELL MEEKS POND POWER PLANT PI 100 S & MAIN CHURCH SQUARE	BOOKS	POSTAGE SPLIT	FEBRUARY 2016 HEALTH COVERAGE/DENT FEBRUARY 2016 HEALTH COVERAGE/DENT	UPGRADING GAS METER TO LARGER SIZE	reimbursement - Home Depot - parts for wind s	on site installation repeater site - Center Creek	2600 W 2600 N 2650 W 2600 N	FRAGRANCE SERVICE - PUBLIC WORKS	RECTANGULAR TUBE, SWIVEL CASTERS sprinkler repair at ball fields CYLINDER RENTAL	MILEAGE REIMBURSEMENT MILEAGE REIMBURSEMENT	APPLYING CREDIT MEMO FOR JUSTICE CO OFFICE SUPPLIES SPLIT OFFICE SUPPLIES SPLIT OFFICE SUPPLIES SPLIT OFFICE SUPPLIES SPLIT
Amount	18.11 52.02 10.75 10.75 10.75	204.31	10.92 10.92 27.30 27.30 49.14 49.14 49.14 98.28 109.20 114.66	31,300.32 1,590.18 \$32,890.50	1,325.12	24.53	3,736.50	388.46 112.96 \$501.42	8.50	470.42 1,695.33 134.40 \$2,300.15	40.88 40.88 \$81.76	-21.95 0.30 0.30 0.30 0.30 0.60
Payment Date	02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016	02/25/2016	02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016	02/25/2016	02/25/2016	03/04/2016	02/25/2016	02/25/2016	02/25/2016	03/04/2016 03/04/2016 03/04/2016	02/25/2016	02/25/2016 02/25/2016 02/25/2016 02/25/2016 02/25/2016
Invoice Number	6189740218201 620002182016 751302182016 751802182016 760402182016	0512772-IN	02252016 02252016 02252016 02252016 02252016 02252016 02252016 02252016	0121721267 0121721268	02252016	02292016	1000182	8001402242016 800302242016	8038	6104264-00 6107799-00 HR03007150	02232016 02232016	2112CM 70693 70693 70693 70693
Reference Number	26907 26907 26907 26907 26907 26907	26908	26909 26909 26909 26909 26909 26909 26909 26909	26910 26910	26911	26958	26880	26912 26912	26913	26959 26959 26959	26914 26914	26915 26915 26915 26915 26915 26915
Payee Name	PAROWAN TREASURER PAROWAN TREASURER PAROWAN TREASURER PAROWAN TREASURER PAROWAN TREASURER PAROWAN TREASURER	PENWORTHY	POSTMASTER POSTMASTER POSTMASTER POSTMASTER POSTMASTER POSTMASTER POSTMASTER POSTMASTER POSTMASTER	PUBLIC EMPLOYEES HEALTH PR PUBLIC EMPLOYEES HEALTH PR	QUESTAR GAS	RAYMOND VANDEWEERD	REBEL AUTOMATION	ROCKY MOUNTAIN POWER ROCKY MOUNTAIN POWER	SCENT SOLUTIONS	SCHOLZEN PRODUCTS SCHOLZEN PRODUCTS SCHOLZEN PRODUCTS	SHAYNE SCOTT	SOUTHERN UTAH OFFICE MACHI SOUTHERN UTAH OFFICE MACHI

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l edger Account	106036 MAINTENIANOF MATERIA	100920 - INDIA I EIGHNOE INDIA ERIA	- OFFICE	- OFFICE	- OFFICE	524124 - OFFICE SUPPLIES AND E	574026 - MAINTENANCE MATERIA			0000		ı	1		106926 - MAINTENANCE MATERIA	108026 - MAINTENANCE MATERIA	105824 - OFFICE SUPPLIES AND E	104124 - OFFICE SUPPLIES AND F	•			OFFICE	OFFICE	1		, ,	OFFICE	OFFICE .	- OFFICE		t	104124 - OFFICE SUPPLIES AND E	105926 - MAINTENANCE MATERIA	105424 - OFFICE SUPPLIES AND E	104324 - OFFICE SUPPLIES AND E	524024 - OFFICE SUPPLIES AND E			- OFFICE	1	1	- OFFICE	- OFFICE	105824 - OFFICE SUPPLIES AND E	106926 - MAINTENANCE MATERIA	108026 - MAINTENANCE MATERIA	104124 - OFFICE SUPPLIES AND E	105926 - MAINTENANCE MATERIA	105424 - OFFICE SUPPLIES AND E	104324 - OFFICE SUPPLIES AND E
Description	OFFICE SUPPLIES SPLIT			SUPPLIES	OFFICE SUPPLIES SPLIT			OFFICE SUPPLIES SPLIT	OFFICE SUPPLIES SPLIT		COPY PAPER FOR ILISTICE COLIRT	CHAIR MATS EOR CITY DEFINE	OFFICE STATES OF THE STATES OF	SUPPLIES	SUPPLIES	SUPPLIES	SUPPLIES	OFFICE SUPPLIES SPLIT	OFFICE SUPPLIES SPLIT	OFFICE SUPPLIES SPLIT	SUPPLIES	SUPPLIES	OFFICE SUPPLIES SPLIT		SUPPLIES	SUPPLIES	SUPPLIES	SUPPLIES	SUPPLIES	SUPPLIES	SUPPLIES		OFFICE SUPPLIES SPLIT	big tab dividers	SUPPLIES	SUPPLIES	SUPPLIES	OFFICE SUPPLIES SPLIT	SUPPLIES	SUPPLIES	SUPPLIES	OFFICE SUPPLIES SPLIT								
Amount	090	1 50		2.10	2.84	2.84	3.16	4.74	5.68	6.32	47 00	00 00	0.00	. c	- 0	0.11	0.13	0.22	0.22	0.56	0.78	1.06	1.06	1.18	1.77	2.12	2.36	0.45	0.45	0.45	0.45	06.0	06.0	2.23	3.14	4.24	4.24	4.72	7.07	8.49	9.43	23.99	1.33	1.33	1.33	1.33	2.66	2.66	6.64	9.31
Payment Date	02/25/2016	02/25/2016	000000000	0102/22/20	07/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/22/2010	0102/22/20	02/22/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016	03/04/2016
Invoice Number	70693	70693	70693	70000	70093	/0693	70693	70693	70693	70693	70713	70729	70826	70826	70000	10826	/0826	70826	70826	70826	70826	70826	70826	70826	70826	70826	70826	70899	70899	70899	70899	70899	70899	70899	70899	70899	70899	70899	70899	70899	70899	70901	70903	70903	70903	70903	70903	70903	70903	70903
Reference Number	26915	26915	26915	2007	20815	20815	26915	26915	26915	26915	26915	26915	26915	26915	2000	20812	26915	26915	26915	26915	26915	26915	26915	26915	26915	26915	26915	26960	26960	26960	26960	26960	26960	26960	26960	26960	26960	26960	26960	76960	26960	26960	26960	26960	26960	26960	26960	26960	26960	26960
Payee Name	SOUTHERN UTAH OFFICE MACHI	SOUTHERN UTAH OFFICE MACHI	ITAH OFFICE	TOLLO TATI	OTTO CATION	UIAH OFFICE	UTAH OFFICE	UTAH OFFICE	CTAH	SOUTHERN UTAH OFFICE MACHI	SOUTHERN UTAH OFFICE MACHI	UTAH OFFICE	LITAH OFFICE	ITAH OFFICE		UIAH OFFICE	UIAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH	SOUTHERN UTAH OFFICE MACHI	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UIAH OFFICE	UIAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	UTAH OFFICE	SOUTHERN UTAH OFFICE MACHI								

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Payee Name	Reference Number	Invoice	Payment Date	Amount	Description	
SOUTHERN UTAH OFFICE MACHI	26960	70903	03/04/2016	12.60	OFFICE SUPPLIES SPLIT	524024 OFFICE CHERNING AND TO
UTAH	26960	70903	03/04/2016	12.60	OFFICE SUPPLIES SPLIT	524124 - OFFICE SUPPLIES AND E
UTAH	26960	70903	03/04/2016	14.00	OFFICE SUPPLIES SPLIT	574026 - MAINTENANCE MATERIA
N A	26960	70903	03/04/2016	20.99	OFFICE SUPPLIES SPLIT	554024 - OFFICE SUPPLIES AND F
O AH	26960	70903	03/04/2016	25.19		
SOUTHERN UTAH OFFICE MACHI	26960	70903	03/04/2016	27.99	OFFICE SUPPLIES SPLIT	- OFFICE
				\$379.43		
SOUTHERN UTAH UNIVERSITY	26916	S0032522	02/25/2016	40.00	WATER LABS K201600172 & K201600173	514031 - PROFESSIONAL & TECH
SOUTHWEST PUBLISHING	26961	9737	03/04/2016	60.00	NEWS ETTER SPIT	
SOUTHWEST PUBLISHING	26961	9737	03/04/2016	60.00	NEWS ETTER OF T	
SOUTHWEST PUBLISHING	26961	9737	03/04/2016	60.00	NEWS! FTTER SPLIT	
SOUTHWEST PUBLISHING	26961	9737	03/04/2016	60.00	NEWS! FTTER SPLIT	PROFESSIONAL PROFESSIONAL
SOUTHWEST PUBLISHING	26961	9737	03/04/2016	60.00	NEWSLETTER SPLIT	534031 - PROFESSIONAL & TECH 534031 - PROFESSIONAL & TECH
				\$300.00		
STAKER & PARSON COMPANIES	26962	3982393	03/04/2016	6,252.66	MATERIAL TO FILL POT HOLES	106130 - REPAIRS TO STREETS
STATE BANK OF SOUTHERN LITA	2261601	PR021916-424	02/26/2016	44200	Median Tar	STATE OF STA
STATE BANK OF SOUTHERN LITA	2261601	PR021916-424	02/26/2016	1,443.60	Medicare Lax	102221 - FICA PAYABLE
BANK OF	2261601	PR021916-424	02/26/2010	4,030.36	Social Sociativi Tax	102222 - FEDERAL WITHHOLDING
BANK OF	2261601	PR022916-424	02/26/2016	25.66	Social Security Tax	102221 - FICA PAYABLE
BANK OF	2261601	PR022916-424	02/26/2016	111 96	Medicare Tax	102222 - FEDERAL WITHHOLDING
OF	2261601	PR022916-424	02/26/2016	478.88	Social Security Tax	102221 - FICA PAYABLE 102221 - FICA PAYABI E
				\$12,324.34		
SUNRISE ENGINEERING, INC	26881	0080652	02/25/2016	4,278.75	Center Creek Hydro Design and Cons - prof ser	531601 - Electric work in process
SUNRISE ENVIRONMENTAL SCIE	26917	58952	02/25/2016	167.38	defrost	
	0,000	707700		9		10/026 - MAIN LENANCE MATERIA
FEADOC	26918	0011971	02/25/2016	1.24	INSURANCE SPLIT	104214 - INSURANCE
TELABOC	26918	00119/1	02/25/2016	1.24	INSURANCE SPLIT	105714 - INSURANCE
TELADOC TELADOC	26918	00119/1	02/25/2016	1.24	INSURANCE SPLIT	105814 - INSURANCE
7000	26918	0011971	02/25/2016	1.24	INSURANCE SPLIT	106914 - INSURANCE
	26918	0011971	02/22/2016	1.24	INSURANCE SPLIT	107114 - INSURANCE
0000	26010	0011971	07/22/2010	1.24	INSUKANCE SPLII	108014 - INSURANCE
TEL ADOC	26918	0011971	02/22/2016	2.48	INSURANCE SPEII	104114 - INSURANCE
TELADOC	26918	0011971	02/25/2016	7.56	INSURANCE OF IT	105414 - INSURANCE
TELADOC	26918	0011971	02/25/2016	00.7	INSURATION OF THE	524014 - INSURANCE
TELADOC	26918	0011971	02/25/2016	43.74	TI TO TOWN OF THE	104314 - INSURANCE
TELADOC	26918	0011971	02/25/2016	17.19	INSTITUTE OF IT	5/4014 - INSUKANCE
TELADOC	26918	0011971	02/25/2016	24.75	INCLUDING OF IT	524114 - INSURANCE
TELADOC	26918	0011971	02/25/2016	24.75	INSTERNOR OF IT	514014 - INSURANCE
TELADOC	26918	0011971	02/25/2016	24.75	INSURANCE SPLIT	554014 - INSURANCE 554014 - INSTIBANCE
				\$137.50		
TERRACON	26919	T744846	02/25/2016	7,070.00	PROFESSIONAL FEES FOR LIMITED SITE IN	448574 - Airport - Construction
THE GYM ON MAIN	26963	03012016	03/04/2016	540.00	HERO PLAN MEMBERSHIP FEES FOR GYM	105433 - EDUCATION AND TRAINI
THE GYM ON MAIN	26963	FEB 2016	03/04/2016	470.00	GYM MEMBERSHIP FEES FOR FEB 2016	101590 - GYM MEMBERSHIP
				\$1,010.00		

to some the	render Account	104122 - PUBLIC NOTICES AND AD	105422 - PUBLIC NOTICES AND AD	554026 - MAINTENANCE MATERIA	524022 - PUBLIC NOTICE AND ADS	524122 - PUBLIC NOTICES AND AD	574026 - MAINTENANCE MATERIA	104322 - PUBLIC NOTICES AND AD	514022 - PUBLIC NOTICES AND AD	534022 - PUBLIC NOTICES AND AD			106125 - REPAIR TO EQUIPMENT	10/125 - REPAIRS TO EQUIPMENT	107025 - REPAIRS TO EQUIPMENT	108025 - REPAIRS TO EQUIPMENT	514025 - REPAIR TO EQUIPMENT	524025 - REPAIR TO EQUIPMENT	524125 - REPAIRS TO EQUIPMENT	5/4026 - MAINTENANCE MATERIA	104324 - OFFICE SUPPLIES AND E	514023 - TRAVEL, MEALS AND LO	534050 - POWER PURCHASE	106433 EDLICATION AND TOWN	SOLO - EDOCATION AND INAIN	105738 - FIRE RUNS - EXPENSE 105738 - FIRE RUNS - EXPENSE		104214 - INSURANCE	105714 - INSURANCE	105814 - INSURANCE	106914 - INSURANCE	107114 - INSURANCE	108014 - INSURANCE	104114 - INSURANCE	105414 - INSURANCE	524014 - INSURANCE	104314 - INSURANCE	574014 - INSURANCE	524114 - INSURANCE	514014 - INSURANCE	534014 - INSURANCE	554014 - INSURANCE	104216 - WORKMEN'S COMPENSA	105716 - WORKMEN'S COMPENSA	105816 - WORKMEN'S COMPENSA
Description	TO DO TO	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT	NOTICES	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT	PUBLIC NOTICES & ADS SPLIT			FUBLIC WORNS REPAIR SPLII	FUBLIC WORKS REPAIR SPLII	スロアタゴス	PUBLIC WORKS REPAIR SPLIT	PUBLIC WORKS REPAIR SPLII	PUBLIC WORKS REPAIR SPLIT	PUBLIC WORKS REPAIR SPLIT	POBLIC WORKS REPAIR SPLIT	SECURE DOCUMENTS	MEAL, LODGING(FAMILY), TRAVEL REIMBU	JANUARY 2016 POWER PURCHASE	reimbursement for training ammo		reimbursable employer billing statement - Jesse REIMBURSABLE EMPLOYER BILLING STATE		INSURANCE SPLIT	WORKERS COMP	WORKERS COMP	WORKERS COMP														
Amount		2.55	6.39	8.50	12.76	12.76	14.17	16.58	25.51	42.52	\$141.74	0 00	00.00	0.00	00.00	85.93	85.93	85.93	85.83	\$687.40	26.25	266.09	61,333.64	46.11		4.34 2.31 \$6.65	9 0	7.42	7.42	7.42	7.42	7.42	7.42	14.83	37.08	45.32	51.90	82.41	103.01	148.34	148.34	148.34	17.88	17.88	17.88
Payment Date	0,000,000	02/25/2016	02/22/2016	02/22/20	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016		2104/2016	03/04/2010	02/04/2016	0704/2010	03/04/2010	03/04/2016	03/04/2016	03/04/2016	010211000	03/04/2016	02/25/2016	03/04/2016	02/25/2016		03/04/2016 03/04/2016		02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016	02/25/2016
Invoice Number	00000000	2000068762	20700002	20/800002	2000008762	20/800002	79/89/007	2000068762	2000068762	2000068762		31033	31033	31033	24.000	21022	21933	21922	31933		2619	02242016	02242016	02252016		01012016 03032016					U2162016 H					02162016 H	02162016 W	02162016 W	02162016 W						
Reference Number	00000	02692	07697	07697	02692	07697	07697	26920	26920	26920		26964	26964	26964	10000	26064	4000	26064	26964	10007	26965	26921	26966	26922	10000	26967 26967	00000	52802	2000	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923	26923
Payee Name	TODOS	HILL OFFICIALISM			HILL SPECIFICATION	HIE OPECINON	HE SPECIFOR	THE SPECIROM	THE SPECTRUM	THE SPECTRUM		THE TIME AND ALITO CENTER	THE TIPE AND ALTO CENTED	THE TIPE AND ALITO CENTER		THE TIME AND ACTO CENTER		7 17 17 17 17 17 17 17 17 17 17 17 17 17	THE TIME AND ALITO CENTER		TURN SECURE SHREDDING	TYLER SULLIVAN	UAMPS	URESK, TYLER & WHITNEY	OCYGO TOGOTAGO HOTOLOGICA	UTAH DEPT WORKFORCE SRVCS		LOCAL GOVERNMENTS	GOVERNIVENTO	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL	LOCAL GOVERNMENTS	LUCAL	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL GOVERNMENTS	LOCAL	LOCAL		LOCAL	UTAH LOCAL GOVERNMENTS TR

Payee Name	Reference Number	Invoice Number	Payment Date	Amount	Description	purcos Associate
UTAH LOCAL GOVERNMENTS TR	26923	02162016 W	02/25/2016	17.88	WORKERS COMP	TOGOTO TOGOTO
UTAH LOCAL GOVERNMENTS TR	26923	02162016 W	02/25/2016	17.88		ADDA SOUTH TO SOUTH T
OCA	26923	02162016 W	02/25/2016	17.00		10/116 - WORKERS COMPENSATI
LOCAL COVERNMENTS	26022	02460046 161	0.0000000000000000000000000000000000000	00.7-0	TWOO ORDANO	108016 - WORKMEN'S COMPENSA
LOCAL COVERNMENTS	2000	02,020,000	0102/22/20	22.77	WORKERS COMP	104116 - WORKER'S COMPENSATI
LOCAL GOVERNMENTS	2097	02102016 VV	02/22/20	35.77	WORKERS COMP	105916 - WORKER'S COMPENSATI
LOCAL GOVERNIVENTS	20923	02162016 VV	02/22/2016	68.78	WORKERS COMP	524016 - WORKMEN'S COMPENSA
LOCAL GOVERNMENTS	26923	02162016 W	02/25/2016	68.78	WORKERS COMP	554016 - WORKMEN'S COMPENSA
LOCAL GOVERNMENIS	26923	02162016 W	02/25/2016	68.78	WORKERS COMP	574016 - WORKMEN'S COMPENSA
LOCAL GOVERNMENTS	26923	02162016 W	02/25/2016	89.42	WORKERS COMP	104316 - WORKMEN'S COMPENSA
LOCAL GOVERNMENTS	26923	02162016 W	02/25/2016	89.42	WORKERS COMP	105416 - WORKMEN'S COMPENSA
LOCAL	26923	02162016 W	02/25/2016	165.08	WORKES COMP	524116 - WORKER'S COMPENSATI
	26923	02162016 W	02/25/2016	233.86	WORKERS COMP	514016 - WORKMEN'S COMPENS
UTAH LOCAL GOVERNMENTS TR	26923	02162016 W	02/25/2016	412.69	WORKERS COMP	534016 - MORKMEN'S COMPENSA
				\$2,199.72		
UTAH OUTDOOR POWER EQUIPM	26924	175042	02/25/2016	600.35	pole prunner, chain, 043 gauge	534026 - MAINTENANCE MATERIA
SANDESVOENDENDENDENDENDENDENDENDENDENDENDENDENDE	2264602	707 9707000	0,000,000			AINT I AINT I AINT AINT AINT AINT AINT A
LITAH PETIPEMENT SYSTEMS	2261602	PR021916-46/	02/26/2016	208.33	Koth IKA	102230 - RETIREMENT PAYABLE
LIAL DETIDEMENT SYSTEMS	2201002	F NOZ 19 10-407	02/20/20/00	1,338.70	45/ Flan	102230 - RETIREMENT PAYABLE
LIAND DETIDEMENT SYSTEMS	2261602	PR021910-407	07/26/2016	1,542.30	401K Loan	102230 - RETIREMENT PAYABLE
LITAL DETIDEMENT SYSTEMS	2261602	PR021916-487	02/26/2016	2,725.95	401k Plan	102230 - RETIREMENT PAYABLE
OTATI NETINEMENT STOLETING	7001077	PR021910-407	07/25/2016	9,027.41	State Retirement	102230 - RETIREMENT PAYABLE
				\$14,842.69		
UTAH STATE TAX COMMISSION	26936	PR013116-490	03/01/2016	22.04	State Income Tax	102223 - STATE WITHHOLDING BA
UTAH STATE TAX COMMISSION	26936	PR020516-490	03/01/2016	2.349.81	State Income Tax	102223 - STATE WITHIOLDING PA
UTAH STATE TAX COMMISSION	26936	PR021916-490	03/01/2016	2,093.06	State Income Tax	102223 - STATE WITHHOLDING PA
UTAH STATE TAX COMMISSION	26936	PR022916-490	03/01/2016	22.04	State Income Tax	102223 - STATE WITHHOLDING PA
UTAH STATE TAX COMMISSION	26968	FEB 2016	03/04/2016	5,358.67	SALES TAX FOR PERIOD 02012016 TO 0229	532150 - SALES TAX PAYABLE
				\$9,845.62		
UTAH STATE TREASURER	26969	FEB 2016	03/04/2016	4,565.25	COURT SURCHARGE FOR FEB. 2016	104236 - ASSESSMENTS
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	104228 - TEI FPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	105728 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	105828 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	106928 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	107128 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	19.68	VERIZON SPLIT - CELL PHONE	108028 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	39.36	VERIZON SPLIT - CELL PHONE	104128 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	39.36	VERIZON SPLIT- CELL PHONE	107228 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	49.20	VERIZON SPLIT - CELL PHONE	554028 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	49.20	SPLIT	574028 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	73.79	SPLIT	524028 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	73.79	SPLIT	524128 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	98.38	SPLIT - CELL	104328 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	98.39	- CELL	105428 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	147.59	- CELL	514028 - TELEPHONE
VERIZON WIRELESS	26970	9760846769	03/04/2016	196.79	VERIZON SPLIT - CELL PHONE	534028 - TELEPHONE
				\$983.93		

i	Reference	Invoice	Payment			
Payee Name	Number	Number	Date	Amount	Description	Ledger Account
WAXIE SANITARY SUPPLY	26925	75792212	02/25/2016	51.43	TOILET TISSUE, PAPER TOWELS, KIMCARF	107126 - MAINTENANCE MATERIA
WAXIE SANITARY SUPPLY	26925	75792212	02/25/2016	51.43	TOILET TISSUE, PAPER TOWELS, KIMCARF	108026 - MAINTENANCE MATERIA
WAXIE SANITARY SUPPLY	26925	75792212	02/25/2016	51.44	TOILET TISSUE, PAPER TOWELS, KIMCARE	107026 - MAINTENANCE MATERIA
				\$154.30		
WESTECH EQUIPMENT	26971	1468-1	03/04/2016	4,639.25	4,639.25 35% OF TOTAL AMOUNT FOR CREDIT CARD	448575 - Airport - Equipment
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	514026 - MAINTENANCE MATERIA
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	524026 - MAINTENANCE MATERIA
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	524126 - MAINTENANCE MATERIA
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	534026 - MAINTENANCE MATERIA
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	554026 - MAINTENANCE MATERIA
WORKFORCE QA	26926	2016-0279	02/25/2016	25.00	CONSORTIUM FEES	574026 - MAINTENANCE MATERIA
				\$150.00		
ZEE MEDICAL, INC.	26927	0161607128	02/25/2016	52.89	PUBLIC WORKS SPLIT	106126 - MAINTENANCE MATERIA
ZEE MEDICAL, INC.	26927	0161607128	02/25/2016	52.91	PUBIC WORKS SPLIT	524026 - MAINTENANCE MATERIA
ZEE MEDICAL, INC.	26927	0161607128	02/25/2016	52.91	PUBLIC WORKS SPLIT	514026 - MAINTENANCE MATERIA
ZEE MEDICAL, INC.	26927	0161607128	02/25/2016	52.91	PUBLIC WORKS SPLIT	524126 - MAINTENANCE MATERIA
ZEE MEDICAL, INC.	26927	0161607128	02/25/2016	52.91	PUBLIC WORKS SPLIT	574026 - MAINTENANCE MATERIA
			•	\$264.53		
ZWANG, CARYLEE	26928	02192016	02/25/2016	40.50	40.50 reimbusement for Community Choir music	107268 - SPECIAL CELEBRATIONS
			1	\$282,026.65		

Dated
Mayor
City Council
City Recorder
City Recorder

PAROWAN CITY, UTAH AUTHORIZING RESOLUTION MARCH 10, 2016

RESOLUTION NO. 2016-03-08

A RESOLUTION AUTHORIZING NOT MORE THAN \$3,400,000 ELECTRIC REVENUE REFUNDING BONDS, SERIES 2016 (THE "SERIES 2016 BONDS") TO REFUND THE CITY'S OUTSTANDING ELECTRIC REVENUE BONDS, SERIES 2013; AUTHORIZING A GENERAL INDENTURE OF TRUST, A THIRD SUPPLEMENTAL INDENTURE OF TRUST, AND OTHER DOCUMENTS; APPOINTING A PRICING COMMITTEE; APPROVING PUBLICATION OF A NOTICE OF BONDS TO BE ISSUED; AND RELATED MATTERS.

WHEREAS, the City Council (the "Council") of Parowan City, Utah, (the "Issuer") desires to save interest costs by refunding its Electric Revenue Bonds, Series 2013 (the "Refunded Bonds") at an interest rate savings by issuing its Electric Revenue Refunding Bonds, Series 2016, (the "Series 2016 Bonds") pursuant to the Utah Refunding Bond Act, Title 11, Chapter 27, Utah Code Annotated 1953, as amended (the "Act"); and

WHEREAS, the Refunded Bonds and Outstanding Bonds (as defined in the Indenture) of the Issuer were issued pursuant to an Indenture of Trust dated as of March 1, 2013, by and between the Issuer and Zions First National Bank, as Trustee; and

WHEREAS, the Act provides for a Notice of Bonds to Be Issued, which the Issuer desires to approve for publication; and

WHEREAS, the Council desires to delegate to its Mayor and City Recorder (together, the "Pricing Committee") the authority to (1) finalize the final interest rate or rates, principal amount, maturity or maturities, redemption features and other terms of the Series 2016 Bonds; and (2) approve and execute all documents relating to the issuance of the Series 2016 Bonds, in accordance with the Indenture; and

WHEREAS, the Issuer has previously issued its Outstanding Bonds (as defined in the Indenture) and the Series 2016 Bonds will be issued on a parity with the Outstanding Bonds, such that the Series 2016 Bonds and the Outstanding Bonds will enjoy an equal lien pledge of the Net Revenues of the Issuer's electrical System; and

WHEREAS, the Series 2016 Bonds shall be payable solely from the Net Revenues and other moneys pledged therefor in the Indenture and shall not constitute or give rise to a general obligation or liability of the Issuer or constitute a charge against its general credit or taxing powers:

- NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of Parowan City, Iron County, Utah, as follows:
- Section 1. The terms defined or described in the recitals hereto shall have the same meanings when used in the body of this Resolution.
- Section 2. All actions heretofore taken (not inconsistent with the provisions of this Resolution), by the Council and by the officers of the Issuer directed toward the issuance and sale of the Series 2016 Bonds, are hereby ratified, approved and confirmed.
- Section 3. The Issuer hereby appoints its Mayor and City Recorder as a Pricing Committee with respect to the Series 2016 Bonds as authorized by Section 11-14-302 of the Utah Code.
- Section 4. The Third Supplemental Indenture attached hereto as Exhibit B, supplementing and amending the Indenture, is authorized and approved, with such changes thereto as shall be approved by the Pricing Committee, provided that the principal amount, interest rate or rates, maturity and discount shall not exceed \$3,400,000 aggregate principal amount of its Series 2016 Bonds, to bear interest at the rate or rates of not to exceed 4.0% per annum, to mature in not more than 12 years from their date or dates, and to be sold at a price not less than 98% of the total principal amount thereof. The City Recorder is hereby charged to publish a Notice of Bonds to Be Issued reflecting the parameters set forth in this section one time in a newspaper of general circulation in the Issuer.
- Section 5. The Pricing Committee is further authorized and directed, and the power is hereby delegated to them, to execute and deliver the Series 2016 Bonds and the Indenture, as supplemented, and all documents relating to the issuance of the Series 2016 Bonds on behalf of the Issuer, with such additions, modifications, deletions and changes thereto as may be deemed necessary or appropriate and approved by the Mayor, whose execution thereof on behalf of the Issuer shall conclusively establish such necessity, appropriateness and approval with respect to all such additions, modifications, deletions and changes incorporated therein.
- Section 6. For the purpose of (i) refunding the Refunded Bonds, and (ii) paying issuance expenses, the Issuer hereby authorizes the issuance of the Series 2016 Bonds which shall be designated "Parowan City, Iron County, Utah Electric Revenue Refunding Bonds, Series 2016".
- Section 7. The form, terms and provisions of the Series 2016 Bonds and the provisions for the signatures, authentication, payment, registration, transfer, exchange, redemption, optional tender, and number shall be as set forth in the Indenture. The Mayor and City Recorder are hereby authorized and directed to execute and seal the Series 2016 Bonds and to deliver said Series 2016 Bonds to the Trustee for authentication. The signatures of the Mayor and the City Recorder may be by facsimile or manual execution.

- Section 8. The appropriate officials of the Issuer are hereby authorized and directed to execute and deliver to the Trustee the written order of the Issuer for authentication and delivery of the Series 2016 Bonds in accordance with the provisions of the Indenture.
- Section 9. Upon their issuance, the Series 2016 Bonds will constitute special limited obligations of the Issuer payable solely from and to the extent of the sources set forth in the Series 2016 Bonds and the Indenture. No provision of this Resolution, the Indenture, the Series 2016 Bonds, or any other instrument, shall be construed as creating a general obligation of the Issuer, or of creating a general obligation of the State of Utah or any political subdivision thereof, or as incurring or creating a charge upon the general credit of the Issuer or its taxing powers.
- Section 10. The appropriate officials of the Issuer, and each of them, are hereby authorized and directed to execute and deliver for and on behalf of the Issuer any or all additional certificates, documents and other papers and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.
- Section 11. After the Series 2016 Bonds are delivered by the Trustee to the Purchaser, and upon receipt of payment therefor, this Resolution shall be and remain irrepealable until the principal of, premium, if any, and interest on the Series 2016 Bonds are deemed to have been duly discharged in accordance with the terms and provisions of the Indenture.
- Section 12. The form of Third Supplemental Indenture authorized and approved hereby is authorized and approved with such additions, modifications, deletions and changes thereto as may be deemed necessary or appropriate and approved by the Mayor, whose execution thereof on behalf of the Issuer shall conclusively establish such necessity, appropriateness and approval with respect to all such additions, modifications, deletions and changes incorporated therein.
- Section 13. It is hereby declared that all parts of this Resolution are severable, and if any section, clause or provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability of any such section, clause or provision shall not affect the remaining sections, clauses or provisions of this Resolution.
- Section 14. All resolutions, orders and regulations or parts thereof heretofore adopted or passed which are in conflict herewith are, to the extent of such conflict, hereby repealed. The repealer in this paragraph shall not be construed so as to revive any resolution, order, regulation or part thereof heretofore repealed.
- Section 15. This Resolution shall take effect immediately upon its approval and adoption.

PASSED, APPROVED AND ADOPTED this March 10, 2016.

			Mayor
ATTEST:			
	City Recorder		

(SEAL)

RECORD OF PROCEEDINGS

The City Council (the "City Council") of Parowan, Utah (the "City"), met in regular session on March 10, 2016, at the regular meeting place of the City Council at 6:00 p.m., or as soon thereafter as feasible (the "Meeting"), with the following members of the City Council present:

	Donald Landes	Mayor
	Alan Adams	Council Member
	Vickie Hicks	Council Member
	Ben Johnson	Council Member
	Jay Orton	Council Member
	Steve Thayer	Council Member
	,	
Also prese	nt:	
	Shayne Scott	City Manager
	Callie Bassett	City Recorder
		,
Absent:		
pertinent to the f Recorder presente	oregoing resolution (the "Reso	to order and after other matters not dution") had been discussed, the City ate of Compliance With Open Meeting is attached hereto.
TI	- 1 - D - 1 - 1 - 1 - 1 - 1	
	A THOUSE CONTRACTOR CO	in written form, discussed in full, and
	ion made by Councilmembe	
seconded by Coun	cilmember	, adopted by the following vote:
YE	S.	
I L	5.	
NO):	
110	-	
The Poselution w	as than signed by the Mayor an	d recorded by the City Recorder in the

The Resolution was then signed by the Mayor and recorded by the City Recorder in the official records of the City. Other business not pertinent to the Resolution appears in the minutes of the Meeting. Upon the conclusion of all business on the Agenda and motion duly made and carried, the Meeting was adjourned.

STATE OF UTAH)
	: ss
COUNTY OF IRON)

I, Callie Bassett, the duly qualified and acting City Recorder of the Issuer, do hereby certify according to the records of the Issuer's Council in my possession that the foregoing constitutes a true, correct and complete copy of the minutes of the regular meeting of the Council held on March 10, 2016, as it pertains to a bond resolution (the "Resolution") adopted by the Council at said meeting, including the Resolution, as said minutes and Resolution are officially of record in my possession.

IN WITNESS WHEREOF, I have hereunto subscribed my signature and impressed hereon the official seal of the Issuer this March 10, 2016.

City Recorder

(SEAL)

EXHIBIT A

CERTIFICATE OF COMPLIANCE WITH OPEN MEETING LAW

- I, Callie Bassett, the duly qualified and acting City Recorder of the Issuer, do hereby certify, according to the records of the Issuer in my official possession, and upon my own knowledge and belief, that in accordance with the requirements of Section 524202, Utah Code Annotated 1953, as amended, I gave not less than twentyfour (24) hours public notice of the agenda, date, time, and place of the March 10, 2016, public meeting held by the Issuer as follows:
 - (a) By causing a notice, in the form attached hereto, to be posted at the Issuer's principal offices at least twentyfour (24) hours prior to the convening of the meeting, said notice having continuously remained so posted and available for public inspection until the completion of the meeting; and
 - (b) By causing a copy of such notice, in the form attached hereto, to be delivered to a newspaper of general circulation in the Issuer at least twentyfour (24) hours prior to the convening of the meeting.
 - (c) By causing a copy of such notice to be posted on the Utah Public Notice Website at least 24 hours prior to the meeting.

In addition, the Notice of 2016 Annual Meeting Schedule for the Issuer, attached hereto, specifying the date, time and place of the regular meetings of the governing body of the Issuer to be held during the calendar year 2016 was (a) posted on January 5, 2016, at the principal offices of the Issuer, (b) provided to at least one newspaper of general circulation within the geographic jurisdiction of the Issuer on January 5, 2016; and posted on the Utah Public Notice Website on January 5, 2016.

IN WITNESS WHEREOF, I have hereunto subscribed my signature this March 10, 2016.

City Recorder

(SEAL)

(Attach Meeting Notice, including proof of posting thereof on the Utah Public Notice Website)

NOTICE OF BONDS TO BE ISSUED

NOTICE IS HEREBY GIVEN that pursuant to the provisions of the Utah Refunding Bond Act, Title 11, Chapter 27, Utah Code Annotated 1953, as amended, the City Council (the "Council") of Parowan City, Iron County, Utah (the "Issuer"), adopted a resolution (the "Resolution") on March 10, 2016, in which it authorized the issuance of the Issuer's Electric Revenue Refunding Bonds, Series 2016 (the "Bonds") in the aggregate principal amount of not to exceed \$3,400,000, to bear interest at a rate or rates of not to exceed 4.0% per annum, to mature in not more than 12 years from their date or dates, and to be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof, plus accrued interest to the date of delivery.

The Bonds, pursuant to the Resolution, are to be issued for the purpose of (i) refunding the Issuer's outstanding Electric Revenue Bonds, Series 2013 at an interest rate savings, and (ii) paying issuance expenses to be incurred in connection with the issuance and sale of the Bonds.

The Bonds are to be issued and sold by the Issuer pursuant to the Resolution, which approved a Third Supplemental Indenture which supplements and amends the General Indenture of Trust dated as of March 1, 2013, by and between the Issuer and Zions First National Bank, as Trustee, which Indenture was before the Council

A copy of the Resolution and Indenture are on file in the office of the City Recorder of Parowan City, Iron County, Utah located at 35 East 100 North in Parowan, where they may be examined during regular business hours of the City Recorder from 8:00 a.m. to 5:00 p.m. for a period of at least thirty (30) days from and after the date of publication of this notice.

NOTICE IS FURTHER GIVEN that a period of thirty (30) days from and after the date of the publication of this notice is provided by law during which any person in interest shall have the right to contest the legality of the Resolution, the Indenture or the Bonds, or any provision made for the security and payment of the Bonds, and that after such time, no one shall have any cause of action to contest the regularity, formality or legality thereof for any cause whatsoever.

DATED this March 10, 2016.

<u>/s/</u>	Callie Bassett	
	City Recorder	

EXHIBIT B

GENERAL INDENTURE OF TRUST

(See Transcript Document No. __)

EXHIBIT C

THIRD SUPPLEMENTAL INDENTURE OF TRUST

(See Transcript Document No. __)

4822-9087-9534, v. 1

CHAPTER 2. PROCEDURES FOR SELECTION OF CONSULTANTS

2.1 General.

The procedures included in this chapter provide guidance for sponsors in the selection and engagement of architectural, engineering, environmental, and planning consultants on projects funded wholly or in part under Federal airport grant programs. Adherence to these procedures will assure a sponsor of compliance with the requirements of 49 USC § 47107(a) (17) and 2 CFR §200.320, as amended.

- 2.1.1 49 USC § 47107(a) (17) states: "Each contract and subcontract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design engineering, surveying, mapping, and related services will be awarded in the same way that a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 or an equivalent qualifications based requirement prescribed for or by the sponsor." In addition to the services described in this statute, the professional and incidental services listed under A/E Services in Appendix A, must also be procured using qualifications based procedures.
- 2.1.2 2 CFR § 200.320 establishes that procurement by competitive proposal, where price is not a factor, may only be used for procurement of architectural/engineering (A/E) services. It may not be used for other services even though an A/E firm may be a potential source to perform the service. If a conflict exists between 49 USC § 47107(a) (17) and 2 CFR 200, the statute will prevail.
- 2.1.3 Title IX of the Federal Property and Administrative Services Act of 1949 requires that qualifications based selection procedures be used for the selection of firms to perform architectural and engineering services. Qualifications based procedures require that a contract for A/E services be awarded pursuant to a fair and open selection process based on the qualifications of the firms. The fees for such services are established following selection of a firm through a negotiation process to determine a fair and reasonable price.

2.2 Procurement Standards.

- 2.2.1 The selection of qualified consultants must be made on the basis of fair negotiations and equitable fees and through selection procedures that are professionally acceptable, ensure maximum open and free competition, and avoid any suggestion of unfair or unethical conduct.
- 2.2.2 Consultants employed for work on projects involving airport grants must be responsible and possess the ability to perform successfully under the terms and conditions of the proposed procurement. Consideration should be given to such matters as integrity, record of past performance, extent of experience with the type of services required by the sponsor, technical resources, and accessibility to other necessary resources.

2.2.3 The Sponsor's procurement action must be void of individual and organizational conflicts of interests both real and/or perceived.

- 2.2.3.1 Individual conflicts of interest may exist whenever a Sponsor's employee, officer, agent or family member thereof has a financial or other interest in the firms competing for the work.
- 2.2.3.2 Organizational conflicts of interest may exist when there is a lack of impartiality, impaired objectivity or an unfair advantage with one or more of the firms competing for the work.
- 2.2.4 Sponsors must maintain sufficient records, made available at the FAA's request, to detail the significant history of their procurement action. This includes the rationale for the procurement method; the selection considerations; contract type and basis for contract price.
- 2.2.5 Per § 200.319, all procurement transactions must be conducted in a manner providing full and open competition. To ensure objective contractor performance and eliminate unfair competitive advantage, entities that develop or draft specifications, requirements, statements of work, and invitations for bids or requests for proposals must be excluded from competing for such procurements.

2.3 Qualifications Based Selection Procedures.

Consultants must be selected on the basis of their qualifications and experience, with fees determined through negotiations following selection. The qualifications of consultants are evaluated and the best qualified consultant is selected, subject to a mutual understanding of the scope of services and negotiation of a fair and reasonable fee. Figure 2-1 is an overview of the recommended Qualifications Based Consultant Selection process.

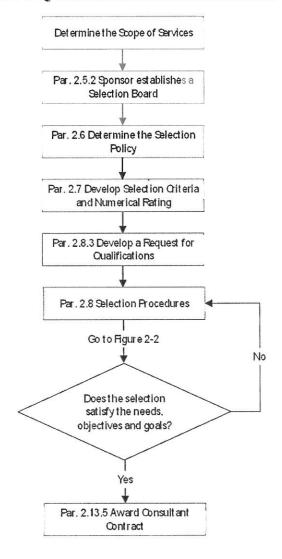


Figure 2-1. Qualifications Based Selection Process

2.4 Other Services.

- 2.4.1 Where services are to be performed in conjunction with the architectural, planning, environmental, or engineering services, they must be contracted for in the course of procuring the A/E services.
- 2.4.2 Where services such as feasibility studies, construction management, program management and other services as defined in 49 USC § 47107(a) (17) and A/E services as defined in Appendix A are to be performed, they must be procured using qualifications based procedures.

2.4.3 Where services are to be performed that are not in conjunction with A/E services and do not require performance by a licensed architect or engineer, the services should be acquired using local procurement procedures. An example of this type of special service would be soil borings, whereby the boring layout plan and interpretations of tests are not performed by the boring contractor. Soil borings conducted as part of a geotechnical engineering investigation or for which an independent engineer is responsible must be procured either in the course of procuring A/E services or by using qualifications based procedures.

- 2.4.4 Where services are to be performed in assisting the FAA in preparing an Environmental Impact Statement (EIS), they must be procured using qualifications based selection procedures (see paragraph 2.10).
- 2.4.5 Where a sponsor decides to utilize an Alternative Project Delivery System (APDS) such as design-build (DB) or construction manager-at-risk (CMAR), the Sponsor may use the competitive proposal approach (as defined in 2 CFR §200.320) for selection provided price and other factors such as qualifications, skill, experience, and design approach are considered when selecting a firm to perform this service. The selection of an A/E services firm is the only instance where prices must be excluded as a consideration under a competitive proposal selection. Please reference Appendix G, Alternative Project Delivery Systems, of this Advisory Circular for guidance in procuring these types of services.

2.5 Selecting Organization.

- 2.5.1 Within the sponsor's organization, an administrative policy should be established for designating persons authorized to select or recommend consultants for various assignments. The persons designated may include the administrator or the department head to be supplemented by others making up a selection board. The persons empowered to make the selection of one consultant over another must be kept free of pressures, both internal and external. 2 CFR § 200.318(c) requires that sponsors maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. They must not participate in selection or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved.
- 2.5.2 The typical procedure for selecting a consultant is to use a selection board composed of at least three persons, with at least one being an engineer, airport planner, or other professional knowledgeable of the service required. For projects that have special design requirements or are particularly complex, the selection board should have additional technical members with the appropriate expertise in those required disciplines. The board should be prepared to evaluate potential consultants, i.e., conduct interviews and inquiries as desired and make recommendations to the governing body in accordance with Paragraph 2.8.14.

- 2.6 Policy for Selection.
- 2.6.1 The selection of a consultant must be based on a comparative analysis of the professional qualifications necessary for satisfactory performance of the service required. Moreover, the selection process must satisfy requirements for open and free competition.
- 2.6.2 Sponsors may procure a consultant for several projects through one procurement action provided the following conditions are met:
 - 1. The consultant is selected using the qualifications based selection procedures described in paragraph 2.8.
 - 2. The parties competing for the work must be advised that the work may be accomplished during the course of multiple grants. The expected schedule of projects must be defined, together with a statement of work and the required services. The statement of work must be described in sufficient detail so that all parties may adequately establish the type of services required to accomplish the work. Avoid generic statements of work.
 - All parties are advised that some of the services may not be required and that the sponsor reserves the right to initiate additional procurement action for any of the services included in the initial procurement.
 - 4. The services are limited to those projects that can reasonably be expected to be initiated within five (5) years of the date the initial contract is signed by the consultant. With the understanding that not all projects can be foreseen, with mutual agreement between the sponsor and the FAA, new projects may be added after the original selection is made. Otherwise, sponsors that want to add projects not included in the original procurement action must conduct a separate and new procurement action.
 - 5. If more than one party is selected, the expected projects to be performed by each party must be defined, together with the statement of work and the required services, at the time of the initial procurement action. The sponsor must provide notification to each firm of the projects they were awarded. Sponsors must avoid the practice of selecting multiple firms and assigning project responsibility at a later date.
 - 6. The negotiation of the fee is limited to the services expected to be performed under the first grant or project after the initial procurement action. The contract must be limited to the services covered by the negotiated fee. The negotiation of the fee for subsequent services, i.e., services included in the procurement action but not in the initial contract, must occur at the time those services are needed. A fee estimate must be performed for each of these negotiations. (See paragraph 2.12 for information on fee estimate.) If a fee cannot be agreed upon between the sponsor and the selected firm, then negotiations are terminated with that firm. If the sponsor identified and ranked multiple firms for the project at the time of the initial procurement action, then the sponsor may enter into negotiations with the firm ranked next. If no additional firms were identified and ranked or agreement is not reached with any selected firms, then the sponsor must initiate a new procurement action.

7. In the case of an unforeseen project as in Paragraph 4, the Sponsor and the FAA may mutually agree on the ranking of the selected consultants by evaluating their capabilities and the scope of the unforeseen project. However, if the scope of the unforeseen project does not match the capabilities of the selected consultants, a new procurement action must be conducted.

2.6.3 Unless there is a convincing reason to combine eligible and ineligible projects in a single solicitation, sponsors are discouraged from doing so (Order 5100.38).

2.7 Selection Criteria.

- 2.7.1 Based on the proposed scope of service(s) and prior to evaluating consultants, a sponsor(s) must develop a list of selection criteria to be used in evaluating potential consultants. Numerical rating factors (ranges) should be assigned to each criterion on the basis of the sponsor's priorities and conception of the importance of each factor in the attainment of a successful project. The sponsor(s) should include the criteria with a Request for Qualifications (RFQ) in advance of the selection process.
- 2.7.2 Based on a sponsor's goals/objectives for each project, the list of selection criteria will vary for each RFQ and must be appropriate for the proposed scope of services. Suggested selection criteria include, but are not limited to, the following:
 - 1. Capability to perform all or most aspects of the project and recent experience in airport projects comparable to the proposed task.
 - 2. Key personnel's professional qualifications and experience and availability for the proposed project; their reputation and professional integrity and competence; and their knowledge of FAA regulations, policies, and procedures.
 - 3. Capability to meet schedules or deadlines.
 - 4. Quality of projects previously undertaken and capability to complete projects without having major cost escalations or overruns.
 - 5. Qualifications and experience of sub-consultants regularly engaged by the consultant under consideration.
 - 6. Capability of a branch office that will do the work to perform independently of the home office, or conversely, its capability to obtain necessary support from the home office. The use of geographic location may be a selection criteria provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.
 - 7. Ability to furnish qualified inspectors for construction inspection if applicable.
 - 8. Understanding of the project's potential challenges and the sponsor's special concerns.
 - 9. Degree of interest shown in undertaking the project and their familiarity with and proximity to the geographic location of the project.

10. Capability to incorporate and blend aesthetic and architectural concepts with the project design while accomplishing the basic requirements that transportation facilities be functional, safe, and efficient.

- 11. In meeting the Disadvantaged Business Enterprise (DBE) contract goal, evidence documenting that the consultant met the DBE goal, or by documenting that it made adequate good faith efforts to meet the DBE goal. (See 49 CFR, § 26.53)
- 12. Capability to conduct a Value Engineering (VE) study for projects that are particularly complex or have unique features. Order 5100.38, Chapter 3, Subsection 3-57; AC 150/5300-15, Use of Value Engineering for Engineering and Design of Airport Grant Projects; and AC 150/5370-10, Standards for Specifying Construction of Airports, contain additional guidance on VE studies.

2.8 Selection Procedures.

The sponsor must use the following selection procedures or equivalent State/sponsor qualifications based selection for individual project selections involving Federal airport grants (see Figure 2-1 and Figure 2-2). However, the requirement for both an RFQ and an RFP should be evaluated based on the complexity of the project as these steps may be combined into a single request.

Par 2.8 Sponsor solidits interest Par. 2.83 Distribute the Request for Qualifications (FFQ) Evaluate the pool of Par 2.7 Apply selection criteria and numerical ratings qualified consultants Par. 2.8 7 Preselection List (Short List) of Best Qualified Consultants Notify unsuccessful Far 28.10 Issue request for Non-selected consultants proposal Each firm submits a general project proposal (RPP) General project Par. 2.8 11 Review experience and Far 28.11 Interview proposal evaluation qualifications data Par. 2.8 12 Pank qualified consultants in order of preference Par 28.13 Initiate discussions with highest ranking consultant to danfy the Scope of Services Consultant submits cost proposal Par 2.12 Perform independent fee and detailed project proposal estimate Par. 2.13 Conduct Negotiations Return to Figure 2-1 Does the selection satisfy the needs, Reject Proposal objectives and goals? Yes Par 2 13 5 Award consultant contrad

Figure 2-2. Consultant Selection Process for a Single Project

2.8.1 The selection board should review the nature of the proposed project and the general scope of services to be procured in order to ensure an understanding of the project requirements and the qualifications needed by the consultant.

- 2.8.2 As discussed in paragraph 2.7, the selection board must develop the selection criteria and the evaluation system used in preparing a pre-selection short-list of consultants who are best qualified for the project as well as in determining the final selection.
- 2.8.3 To obtain experience and qualification data from potentially qualified consultants, the sponsor should issue an RFQ inviting consultants to submit their experience and qualifications data relating to the proposed project usually in the form of a Statement of Qualifications (SOQ). To ensure the broadest publicity concerning sponsor interest in obtaining consultant services, public announcements for all projects should be advertised in local newspapers with a wide circulation, national trade journals and magazines, and through electronic media. Public announcements should include information such as a description of the proposed project and its location, a description of the services, and the estimated range of construction costs. The public announcement should allow sufficient time for submission of the statement of qualifications.
- 2.8.4 Sponsors may also send the public announcements directly to known, potentially qualified consultants to determine their interest in the project and to request their experience and qualification data.
- 2.8.5 Affirmative steps pursuant to 2 CFR §200.321 and good faith efforts should be taken to assure that small and minority firms are used whenever possible, consistent with 49 CFR part 26. These steps and efforts should include, but not be limited to, the following:
 - 1. Include qualified small business and minority firms on solicitation lists.
 - Assure that small business and minority firms are solicited whenever they are
 potential sources. Consultation with regional Airports Divisions, Office of Civil
 Rights, and/or State transportation offices is encouraged.
 - 3. Divide the total requirements into small tasks, when economically feasible, to permit maximum small business and DBE firm participation.
 - 4. Use the services and assistance of the Small Business Administration, the Minority Business Development Agency of the Department of Commerce, and the Minority Resource Center Regional Centers of the Department of Transportation (http://osdbu.dot.gov).
 - 5. Arrange solicitations, time for presentation of offers and delivery schedules to facilitate DBE and other small business participation.
 - 6. Encourage consultants to subcontract portions of the work, even when they might otherwise perform the work with their own forces.
- 2.8.6 FAA Airports field offices may also furnish the names of consultants who have engaged in projects of similar nature in their areas of jurisdiction. However, with the exception

of an EIS, FAA personnel will not recommend consultants or participate in the selection process. The addresses of FAA Airports Regional/District Offices having jurisdiction over specific geographic areas are available at: http://www.faa.gov/airports/news_information/contact_info/regional/

- 2.8.7 From the experience and qualification data obtained from consultants, the selection board should prepare a pre-selection short-list of the best qualified consultants for further consideration. With adequate response to the RFQ, the typical pre-selection short-list should consist of between three and five consultants.
- 2.8.8 At this point, consultants who expressed an interest in the project but were not included on the pre-selection short-list should be notified that they were unsuccessful.
- 2.8.9 Detailed information on the qualifications and performance data of each of the consultants on the pre-selection short-list should be obtained. This can be achieved by contacting former clients identified by the consultant in their statement of qualifications to ascertain the quality of work, ability to meet schedules, cost control, and consultant-client relationship.
- At this point, the selection organization may elect to obtain a general project proposal 2.8.10 from each of the firms on the pre-selection short-list, typically by issuing a Request for Proposal (RFP) to each consultant on the pre-selection short-list. The RFP should include a detailed description of the project and the proposed scope of services required. The selection criteria, including their relative importance that will be used to evaluate the proposals must also be made available to each of the firms on the pre-selection short-list. The RFP shall not contain a request for any cost information, such as total cost, cost per hour, work hours, or other pricing data. Requests for cost or pricing information, prior to discussions with the best qualified firm, to define the scope of services is contrary to 49 USC § 47107 (a) (17) and 2 CFR § 200.320(d). The general project proposal will help the selection board recommend a consultant who can achieve design excellence, while successfully controlling time and costs and who has the ability to understand and accomplish the specialized requirements of the project. The elements of a typical general project proposal should include, but are not limited to, the following:
 - Team members, other key personnel, previous experience, and the role they will fill
 on the project. The qualifications and time commitment of the project manager
 proposed for the project.
 - 2. Current workload.
 - Proposed project schedule, including major tasks and target completion dates.
 - 4. Technical approach a brief discussion of the tasks or steps that the consultant will take to accomplish the work described in the scope of services.
 - 5. Value engineering when a value engineering study is included in the selection criteria, a brief discussion of the consultant's capability, training, and experience to carry out such a study.

2.8.11 Conduct interviews with each consultant on the pre-selection short-list. On small projects, a telephone interview may be sufficient. Careful consideration of time and cost should be given to the need for formal interviews. If sponsor has received sufficient information included in the qualification submission to make a selection, then formal interviews may not be necessary.

- 2.8.12 Review the experience and qualifications data, the general project proposal, the interview results, and other relevant data. Using the selection criteria developed for the project; rank the qualified consultants in order of preference.
- 2.8.13 Initiate discussion with the first-ranked consultant to fully define the scope of work and services to be provided (see paragraph 2.11). After agreement on a detailed scope of services has been reached, the consultant should submit their cost proposals together with a detailed project proposal. Negotiations should then be conducted to reach a fair and reasonable fee, subject to the procedures indicated in paragraphs 2.12 and 2.13.
- 2.8.14 Prepare a report that documents the Sponsor's procurement actions and the selection of the consultant they deem most qualified. The report must contain sufficient detail to indicate the extent of the review and the considerations used for the recommendations. The report should be forwarded to the sponsor's administrator or governing body authorized to review the recommendations of the selection board. The recommendations of the selection board should normally be accepted unless the report does not adequately support the recommendations. This will help to ensure complete fairness and open competition. If the recommendations are not accepted, the selection board should reconvene until acceptable recommendations have been agreed upon.

2.9 Alternate Selection Procedures.

2.9.1 Proposals Requested with Qualification Data.

The selection procedure recommended in paragraph 2.8 should normally be followed in the procurement of consulting services. For small projects where the scope of work and services can be clearly defined or the sponsor anticipates receipt of less than four proposals, the sponsor may wish to solicit proposals at the time of advertising for experience and qualification data. In this case, the announcement must contain a detailed scope of services and indicate where the selection criteria can be obtained. The advertisement cannot request pricing information.

2.9.2 Informal Procedures.

2.9.2.1 Informal Qualifications Based Selection procedures may be used for A/E procurements estimated to be less than \$100,000. However, this does not relieve the sponsor from the obligation to perform a cost analysis and prepare an independent fee estimate (see paragraph 2.12). Sponsors must consult with FAA Airport personnel before using informal procedures to assure that the circumstances justify their use.

2.9.2.2 Under this procedure, a sponsor must contact at least three firms and discuss their qualifications to perform the work. Negotiations must then be conducted with the best-qualified firm to arrive at a fee. These negotiations may be conducted via telephone or e-mail. After selection, using this procedure, the sponsor must document their procurement action and then submit a statement to the FAA explaining the basis for the selection and method used to determine reasonableness of the fee.

2.9.2.3 The informal selection process may not be used to select a firm for multiple projects.

2.9.3 Non-competitive Procedures.

The FAA may authorize non-competitive negotiation for services if the cost of the contract is not expected to exceed \$10,000 and the services are incidental to the grant project. When this procedure is used, the sponsor must submit a statement to the FAA explaining the basis used to determine reasonableness of cost as discussed in 2.9.2 above.

2.10 Selection Procedures for Environmental Impact Statement (EIS) Preparation.

The procurement of consultant services to assist the FAA in preparing an EIS is somewhat unique because the regulations implementing the National Environmental Policy Act (NEPA) (42 USC § 4321 et seq.), require Federal agencies to prepare the EIS or select the contractor that prepares the EIS (Orders 5050.4 and 1050.1 provide additional guidance). Selection of a consultant must, therefore, be made by the FAA from a short-list of qualified consultants submitted by the sponsor. The sponsor and the FAA must follow the selection procedures recommended in paragraph 2.8 with the following exceptions:

- 1. The proposed scope of work is to be provided by the FAA.
- 2. The FAA must concur with the selection and evaluation criteria prepared by the sponsor.
- 3. The FAA will be invited to participate with the sponsor in the interviews with consultants on the pre-selection short-list.
- 4. The sponsor may indicate to the FAA their ranking of the consultants on the preselection short-list after the interview process has been concluded. The FAA, however, is under no obligation to make a selection based on this ranking.
- Using the previous sponsor/FAA agreed upon selection and evaluation criteria, the FAA will independently evaluate and rank the consultants on the pre-selection short-list in order of preference, based on qualifications.
- 6. The FAA must advise the sponsor of the FAA's ranking in order of preference, and the sponsor must advise and initiate discussions with the consultant ranked first.
- 7. The FAA will be invited to discussions on the scope during any IFE process conducted by the Sponsor or their consultant, as necessary.

8. The FAA's involvement in the negotiation of the project cost must be limited to making a reasonableness determination once a satisfactory cost proposal has been reached between the sponsor and the consultant.

9. The FAA must prepare a selection report for its records.

2.11 Scope of Services.

- 2.11.1 An important step in the negotiation process is to reach a complete and mutual understanding of the scope of services to be provided. The general scope of services developed during initiation of the procurement process is of necessity too broad to serve as the basis for a contractual agreement. A well-defined project description and scope of services should be developed between the sponsor and first-ranked consultant prior to negotiating a project design fee. This may be accomplished in a scoping meeting or separate investigation or study to clearly define the extent of the project. The sponsor's engineer or independent consultant (see paragraph 2.12) should attend the meeting so they will have a complete understanding of the scope of services prior to developing a detailed fee estimate. Such a meeting offers the opportunity for refinement, amendment, and complete definition of the services to be rendered.
- 2.11.2 The scope of service(s) must be sufficiently detailed so that the consultant can make a reasonable fee estimate (see Appendix E). Although the scope of service(s) will vary from project to project (see samples in Appendix C), the following items are typical of those that should be considered in developing the scope of services:
 - 1. List of meetings the consultant is expected to attend.
 - 2. Design schedule.
 - 3. Special services required.
 - 4. Complexity of design.
 - 5. Safety and operational considerations.
 - Environmental considerations.
 - 7. Survey and geotechnical testing requirements.
 - 8. Sponsor representation services during construction.
 - Quality control during construction.
 - 10. Preparation of forms, letters, documents, and reports.
 - 11. Airport Layout Plan updates.
 - 12. Property map preparation.
 - 13. Quality control during design.
 - 14. Coordination with other consultants and agencies.
 - 15. Deliverables.
 - 16. Data and material furnished by the sponsor.

- 17. Testing and commissioning requirements.
- 18. City/county requirements.
- 19. Number of bid packages.
- 20. Complexity of construction phasing to minimize impacts on airport operations.
- 21. Public Outreach.

2.12 Independent Fee Estimate.

- 2.12.1 A sponsor must perform a price or cost analysis for every A/E contract (2 CFR § 200.323). The method and degree of analysis is dependent on the facts surrounding the contract. To properly evaluate the cost of professional services an independent fee estimate (IFE) is required, prior to receiving the consultant's proposal, as part of the cost analysis for all A/E contracts and contract modifications. The word "independent" does not imply that the IFE has to be performed by someone other than the sponsor. Preparation of an IFE can be completed in a number of ways, such as the following, or as approved by your local ADO:
 - 1. A sponsor having a staff with experience in estimating the professional services and negotiating contracts for these services can develop its own IFE for the services, based on the scope of services agreed upon in paragraph 2.11.
 - Sponsors having no staff with this expertise or having minimal or no previous
 experience may engage the services of a consultant on retainer for preparation of
 the IFE provided the consultant has experience with the services involved and who
 is not being considered for the project.
 - 3. Alternatively, an independent engineering, architecture, or planning consultant may be retained to prepare an IFE provided this consultant was not on the pre-selection short-list. The consultant must have recent experience in airport work similar to that proposed and be familiar with FAA requirements and procedures. The sponsor should request evidence that the consultant meets the above requirements.
- 2.12.2 State aviation personnel who have experience with the services involved may also prepare the IFE for the sponsors use.
- 2.12.3 The level of detail needed to satisfy the requirements of an IFE varies and is dependent on the anticipated value of the A/E contract. For contracts with an anticipated value less than \$100,000 the sponsor can satisfy the IFE requirement by comparing the A/E contract with previous contracts of a similar nature, or preparing a detailed fee/cost analysis (see Appendix E). At a minimum, the independent estimate must address direct labor work hours, labor rates, general and administrative overhead, non-salary expenses and a reasonable profit. For contracts anticipated to be greater than \$100,000 a detailed fee/cost analysis is required.
- 2.12.4 If the sponsor hires a consultant to perform any of these functions, that consultant may be retained using informal or non-competitive qualifications based procedures (see

- paragraphs 2.9.2 and 2.9.3) as applicable; however, the IFE consultant will not be eligible for consideration to perform work on the project.
- 2.12.5 Another source on estimating consultant's cost can be found in ASCE Manuals and Reports on Engineering Practice No. 45, "How to Work Effectively with Consulting Engineers." However, these graphs must be used with judgment and within their stated limitations. Other resources include project history files, previous contracts, etc.
- 2.12.6 Sponsors have an obligation to obtain a fair and reasonable fee in all cases. Prior to initiating further discussions with the first-ranked consultant, the sponsor must accept the IFE and retain it for their records. Appendices D and E present sample formats for consultant services fee/cost and detailed fee/cost analysis respectively, however any format that meets this purpose is acceptable. The FAA retains the right to disallow negotiated fees that the FAA determines to be unreasonable.

2.13 Negotiations.

- 2.13.1 After developing a detailed scope of services and after the IFE requirements have been satisfied per Par. 2.12, the sponsor may enter into negotiations with the consultant given first preference by the selection board. Once the rankings have been established, the sponsor shall inform the other firms on the pre-selection shortlist that negotiations have been initiated with the first ranked firm. If an independent firm has been retained by the sponsor for the purpose of preparing an independent fee estimate, the firm may be consulted by the sponsor during negotiations, to clarify problem areas, but not to review the consultant's fee proposal or attend any negotiating sessions.
- 2.13.2 Based on the scope of services agreed upon in paragraph 2.11, the sponsor must request the consultant to submit the proposed fee and supporting cost breakdown. The consultant must prepare a detailed estimate of the hours and cost required for each of the major tasks. In addition to charges for labor, the consultant should, if appropriate, indicate the costs for subcontractors, travel, living expenses, reproduction, and other out-of-pocket expenses expected to be incurred.
- 2.13.3 When evaluating the reasonableness of a consultant's fee proposal, a general review standard used within the FAA and industry is whether the total fee proposal, as well as individual tasks within the proposal, is within 10% of the IFE. When differences exceed 10%, the sponsor and IFE preparer should review those areas with the consultant to determine if there is a misunderstanding of the scope of services or level of effort required to complete the work. While this should not be construed as policy, the use of the 10% standard is one method to help identify areas of significant difference between the consultant's fee proposal and the IFE.
- 2.13.4 Negotiations should be based upon the data submitted by the consultant and an evaluation of the specific work hours required for each task. The sponsor should subject the consultant's data to a technical/engineering analysis. Based on this analysis, the sponsor should identify differences in the work-hour estimates. Significant differences, either positive or negative, between the estimate submitted by the

consultant and the estimate developed by the sponsor should be resolved, and revisions should be made to the work hours or scope of services as required. The fee should then be evaluated, taking into consideration the experience level required by the engineer working on each task. A sample fee/cost analysis form is shown in Appendix E.

- 2.13.5 If a mutually satisfactory contract cannot be negotiated with the first-ranked consultant, the negotiations must be terminated and the consultant notified. Negotiations must then be initiated with the consultant given second preference by the selection board. This procedure must be continued with recommended consultants in the sequence of ranking established by the selection board until a mutually satisfactory contract has been negotiated. Once negotiations have been terminated with a firm and begun with another, they cannot be reopened with the former firm.
- 2.13.6 A record of negotiations must be prepared by the sponsor and included in the contract file. This record must contain sufficient detail to reflect any changes in the scope of services controlling the establishment of the cost and other terms of the contract. An explanation must be provided for any significant differences between the sponsor's original estimate and the final fee agreed upon. The scope of services, draft contract, sponsor's independent fee estimate, consultant's fee proposal with any revisions, and detailed fee analysis must be attached to the report. A sample Record of Negotiations is contained in Appendix F.
- 2.13.7 Upon completion of successful negotiations, all consultants interviewed by the selection board should be informed of the consultant selected for the project.
- 2.13.8 FAA personnel will not be present and will not participate in the negotiation process. The FAA's role is to make a judgment on the reasonableness of the compensation for the services to be furnished and to ensure that all services required for a particular project have been included in the proposal.
- 2.13.9 If requested by the FAA, the sponsor must submit the record of negotiations and all attachments to the FAA for a reasonableness of cost determination (Order 5100.38, Chapter 3, Section 14).

2.14 Sponsor Force Account Projects.

Proposals to accomplish airport engineering with the sponsor's own personnel or by its agent must be approved by the FAA. Proposals must be submitted in writing and subjected to a review similar to that for engineering contracts. Most of the factors considered in the selection of a consultant would be applicable to approval of services to be done by force account. The sponsor's proposal to use force account rather than contract-engineering services must be fully documented and should contain as a minimum:

- 1. Justification for doing the work by force account rather than by contract;
- 2. Estimate of costs, including detailed data on estimated work hours, hourly rates, non-salary expenses, and indirect costs;

3. Names and engineering qualifications of personnel that will be accomplishing specific tasks;

- 4. Statements concerning the capability of the sponsor to perform the various tasks of design, supervision, inspections, testing, etc., as applicable to the project with arguments to support the decision to use force account;
- 5. Summary of sponsor's experience with airport engineering pertaining to projects with similar design scopes; and
- 6. Statement by the sponsor on the ability of its personnel to integrate the project into their workload, with a schedule of accomplishment of tasks, date by which the work will be completed, or dates within which it will take place.









Statement of Qualifications

PAROWAN AIRPORT

PAROWAN, UTAH | FEBRUARY 25, 2016





February 25, 2016

Mr. Shayne Scott, City Manager P.O. Box 576 5 South Main Parowan, UT 84761

Dear Selection Committee Members,

Armstrong Consultants, Inc. considers it a privilege to have served the City of Parowan and Parowan Airport (119) as its airport engineering consultant of record since 1997. We have completed numerous FAA and State-funded projects which have helped to maintain and enhance airport facilities. We are grateful for the opportunity to have worked with you over all these years and have a strong and sincere desire to continue serving you, through and beyond, this next series of critical airport development projects.

Since 1973, our firm has grown from just 12 employees to a team of more than 40 professional airport planners, engineers, construction administration, and support personnel. Throughout this growth we have maintained a commitment and corporate culture of providing an exceptional and personalized level of service.

As the City continues development of 1L9, we believe Armstrong continues to be the right choice. Our proven quality of design on your airport projects coupled with our extensive knowledge and understanding of the airport will save time and reduce costs. Armstrong offers a thorough understanding of your vision and history, in depth knowledge of your facility, including access to a comprehensive database of airport records, materials testing reports, and design standards, expertise to meet tomorrow's challenges, and commitment to provide services that are above and beyond expectations.

We share our clients' love of aviation and understand the importance of providing a safe and efficient airport. Reasons to re-select Armstrong include:

- Extensive knowledge and understanding of all 1L9's infrastructure, pavement sections, drainage, lighting, visual aids, utilities, soils, and local conditions;
- · Shared vision and excitement for the future planning and development of the airport;
- · Excellent long-term working relationships with the Airport Management and City of Parowan;
- Excellent working relationships with staff at the UDOT, FAA Northwest Mountain Region, and Denver ADO;
- Our reputation for professional integrity and competence.

We are excited and hopeful to continue to be part of development of Parowan Airport and its economic benefit to the City of Parowan. Please do not hesitate to contact me if you have any questions or need any additional information.

Sincerely,

Dennis A. Corsi, C.M.

President

861 Rood Ave. Grand Junction, CO 81501

(970) 242-0101 | dennis@armstrongconsultants.com



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OUR BUSINESS IS AVIATION. OUR PRIORITY IS YOU.



Armstrong Consultants Leadership Team: (Left to Right)

Justin Pietz - Principal, Senior Planning Manager

Dennis Corsi, C.M. - President, Director of Planning

David Hartmann, P.E. - Vice President, Director of Engineering

Michael Garcia - Principal, Civil Engineer

1. Recent Experience

Armstrong Consultants, Inc. is comprised of a team of more than 40 exceptionally qualified planners, engineers, environmental professionals, resident inspectors, and support personnel who have dedicated their careers to improving airports.



AIRPORT-EXCLUSIVE SERVICES

PLANNING & ENVIRONMENTAL

ENGINEERING DESIGN CONSTRUCTION ADMINISTRATION

CLIENT SERVICES

Established in 1973 and serving the airport community exclusively for the last 30 years, our firm has completed over 1,200 projects at more than 130 commercial service, general aviation, and military airports across the western United States. The reasons airport managers and community officials repeatedly select Armstrong are our outstanding record of performance, client satisfaction, and reputation with federal, state, and local agencies.

A Pilot's Perspective: We not only understand your airport from the ground, but also from 300 feet on final approach. Armstrong has several private pilots on staff holding a variety of commercial, instrument, and multi-engine ratings and two single-engine aircraft. Our passion and enthusiasm for flying are at the heart and soul of our fervor for engineering and planning at great airports.

Responsive On-Site Service: Any member of your project team is readily available for a site visit within a few hours of your call. We will be available when you need us, where you need us. Whether the need is to discuss project scoping, monitor investigations, gather input from the community, or deliver an airport improvement update to all stakeholders, our professionals are ready to respond.

Emphasis on Communication: We recognize ongoing communication is essential to ensure successful projects. Armstrong maintains constant contact with the FAA and state program managers and airport sponsors on a regular basis. Any changes in priority or questions within the group of user-funder-designer are identified and resolved without delay - before it can interfere with the project's timeline or desired results. Our client services managers maintain regular contact with funding

officials to ensure funding applications are current, accurate, and reflect the sponsor's highest priorities.

PROFESSIONAL AIRPORT CONSULTING SERVICES

Armstrong is your single source for all airport improvement needs. Our core business offerings are summarized below, yet our ability to meet the growing demand and needs of our airport clients expands on a daily basis.

PLANNING | ENGINEERING | CONSTRUCTION

Aviation Planning

Airport Certification Manuals Airport Emergency Plans Airport Layout Plans Airport Master Plans Airspace Analysis **Facility Planning** FBO & Lease Analysis Rates, Charges & Financial **Planning** Heliport Planning Land Use Compatibility Planning Minimum Standards Safety Area Analysis Site Selection Studies Sustainability Planning

Environmental Services

NEPA & State Compliance Noise Compatibility Studies SWPP/SPCC Plans Wetland Delineation/ Mitigation

Land Acquisition

Appraisal/Legal Coordination Avigation Easements Transaction Closing Land Releases Property Owner Negotiations

Engineering

Airfield Lighting, Signage & Marking Airfield Pavement Design **Environmental Compliance** & Permitting **Facility Design Fuel Facilities** Geometric Design Grading & Drainage Navigational & Visual Aids Obstruction Removal & Mitigation Roadways & Parking Safety & Operations Plans Stormwater Management **Utility Design & Relocations**

Construction Administration

Construction Safety Phasing Plan Dispute Resolution On-site Observation Record Drawings Record Keeping

Business Planning & Operations

Capital Improvement
Program Development
Community Outreach &
Marketing Programs
FAA & State Liaison
Grant Administration
PFC Applications
Airport Marketing







Armstrong offers extensive experience working on numerous airports that are comparable in size and complexity to 1L9. Typically, our firm completes 30 to 40 airport engineering and construction projects per year across eight states and has completed more than 400 projects over the past 10 years. All Utah projects are summarized in Table 1 below, with a more broad representation of representative projects presented in Table 2 on page 11. Our successful completion of these projects validates our in-depth familiarity and understanding of facility and infrastructure improvement projects and planning and engineering processes.

TABLE 1: Utah Engineering Projects Completed by Armstrong (2012-2015)

Airport 2015	Locatio	n	Project			
Canyonlands Field	Moab	UT	Design C-II Upgrade Runway			
Skypark Airport	Woods Cross	UT	Reconstruct Runway			
Heber City Municipal Airport	Heber City	UT	Reconstruct Runway, Expand Apron			
Parowan Municipal Airport	Parowan	UT	Fencing and Gates			
Parowan Municipal Airport	Parowan	UT	Land Acquisition			
Milford Municipal Airport	Milford	UT	Apron Rehab			
Bryce Canyon Airport	Bryce Canyon	UT	SRE Building			
2014						
Beaver Municipal Airport	Beaver	UT	Partial Parallel Taxiway			
Escalante Municipal Airport	Escalante	UT	Pavement Maintenance			
Green River Municipal Airport	Green River	UT	Pavement Maintenance			
Logan-Cache Airport	Logan	UT	Runway Lighting, PAPIS			
Milford Municipal Airport	Milford	UT	Apron Rehab			
Canyonlands Field Airport	Moab	UT	Pavement Maintenance			
Monticello Airport	Monticello	UT	Pavement Maintenance			
Parowan Municipal Airport	Parowan	UT	Fencing			
Spanish Fork-Springville Airport	Spanish Fork	UT	Runway Expansion Phase 3			
2013						
Blanding Municipal Airport	Blanding	UT	Fog Seal, Remark			
Escalante Municipal Airport	Escalante	UT	Fuel System EA			
Green River Municipal Airport	Green River	UT	NAVAIDs			
Heber City Municipal Airport	Heber City	UT	Runway Rehab, Reconstruct Apron			
Logan-Cache Airport	Logan	UT	Construct Taxilane J			
Milford Municipal Airport	Milford	UT	Pavement Maintenance			
Monticello Airport	Monticello	UT	SRE Building, Utilities, Fencing			
2012		A Just 16	经在方式上,这个时间的企业,但是不是不是一个			
Beaver Municipal Airport	Beaver	UT	Pavement Maintenance			
Bryce Canyon Airport	Bryce Canyon	UT	Pavement Maintenance			
Bryce Canyon Airport	Bryce Canyon	UT	Rehabilitate Apron and Taxiway			
Heber City Municipal Airport	Heber City	UT	Pavement Maintenance			
Heber City Municipal Airport	Heber City	UT	Replace Beacon-Pole, Building Demo			
Heber City Municipal Airport	Heber City	UT	Terminal Area Update			
Hurricane Municipal Airport	Hurricane	UT	Runway Remarking			
Hurricane Municipal Airport	Hurricane	UT	Drainage Improvements			
Logan-Cache Airport	Logan	UT	Apron Rehab, Fog Seal Runway, Signs			
Logan-Cache Airport	Logan	UT	Acquire ARFF Vehicle			
Canyonlands Field Airport	Moab	UT	Access Road, Parking Lot Improvements			
Skypark Airport	Woods Cross	UT	Install PAPIS			
Spanish Fork-Springville Airport	Spanish Fork	UT	Apron Rehab			

EXPERIENCE AT PAROWAN AIRPORT

We have completed numerous FAA and State-funded projects at Parowan Airport which have helped to maintain and enhance airport facilities. We want to thank you for the opportunity to have worked with you over all these years and would like to continue serving you for many more. Below are some of the projects we have completed at your airport.

- 1993- Master Plan Study
- 1997 Reconstruct Runway and Runway Edge Lighting
- 2000/2008- Airport Layout Plan (ALP) update
- 2001- Construct Parallel Taxiway
- 2002- Apron Expansion
- 2003- Land Acquisition, 2007 EA for land acquisition
- 2005- Road Relocation and Taxi lane Construction
- 2009- Fog Seal and Remark Airfield Pavements 2014-Runway 4/22, Apron, and Taxiway Pavement Maintenance
- 2011/2012- Runway Safety Area Improvements and Prairie Dog Mitigation

More information about these projects is located on page 24.





EXPERIENCE ON COMPARABLE PROJECTS

Our firm offers extensive experience working on numerous airports that are comparable in scope to 1L9. Our successful completion of these projects validates our in-depth familiarity and understanding of airside and landside improvement projects.

NEW RUNWAY DESIGN/CONSTRUCTION/RECONSTRUCTION AND PAVEMENT MAINTENANCE

Armstrong has completed over 40 runway design, construction, and reconstruction projects at commercial service and general aviation airports since 1990, 14 of which were **NEW** runways. Pavement maintenance programs have been established in many of the states where our project teams work. As a result, our staff manages several rehabilitation projects each year completing such tasks as crack seal, fog seal, remark, shoulder gradings, and lighting updates, if needed. Over the past five years, Armstrong has completed more than 45 runway pavement maintenance projects with the most recent pavement maintenance projects detailed below:

- Parowan, UT
- Duchesne, UT
- Escalante, UT
- Logan, UT
- Moab, UT
- Monticello, UT
- · Akron, CO
- Canon City, CO
- Kremmling, CO
- Craig, CO
- Holyoke, CO
- Wray, CO

- Burlington, CO
- La Junta, CO
- Sterling, CO
- Yuma, CO
- Granby, CO
- Lewiston, ID
- Blackfoot, ID
- Buhl, ID
- Buffalo, WY
- Owyhee, NV
- Winnemucca, NV
- Lovelock, NV

Along with reconstructing the runway, the turn-arounds were brought up to standards by widening them to 185 feet and extending out 182 feet west of the runway centerline. The pavement section for the new turn-arounds, or warm-up pads, stayed the same; three inches of hot mix asphalt over six inches of new P-208 aggregate base course.

Reference:

RoJean Rowley, Mayor (435) 738-2464 (435) 738-2426; duchesne@ubtanet.com

Duchesne Municipal Airport, Duchesne, Utah Runway Reconstruction

The completed project provided a replacement runway and associated safety area. The construction included earthwork, drainage, pavement and base course pulverization, paving, marking, and seeding. Visual approach pavement markings were applied. Safety areas and object free areas (OFA) are in compliance with B-II Standards to meet the Airport Layout Plan (ALP) dated January 2003.

Canyonlands Field Airport, Moab, Utah Pavement Maintenance on Taxiway A and Runway 3/21

This project included the seal coat and restriping of the noted airport pavements. Maintenance activities prioritized Runway 3/21 with other pavements being addressed according to funding availability. This work consisted of removing non-standard pavement markings, placing a rejuvenating fog seal and remarking the areas of the noted pavements. Sand was applied to the Runway 3/21 pavement surface following the application of the fog seal to increase friction. Pavement markings meeting the FAA AC 150/5340-1L were applied within the existing pavement footprint. The markings included Type 1, gradation A glass beads. Effective scheduling and coordination was undertaken to avoid impacts to commercial flights during construction.

Reference:

Judd Hill, Airport Manager (435) 259-4849; jhill@grandcountyutah.net



Spanish Fork-Springville Airport, Spanish Fork, Utah Runway Extension

The completed project consisted of shifting Runway 12/30 to relocate Runway 30 runway protection zone (RPZ) within the airport property lines. During an environmental assessment project several years ago, the most cost effective and efficient alternative determined was to shift the runway end sufficiently to move the RPZ onto existing airport property, rather than purchasing the properties within the RPZ. In addition, the Runway needed to be extended to a length of 6,500 feet to facilitate design aircraft users. The current runway extension continued the width of 100 feet. Both the Runway and Taxiway are being extended.

This project was completed in three construction phases. Phases One and Two of construction included closing County Road 800 West, and constructing cul-de-sacs on both sides of the extended Runway to provide fire department turn around at the closed ends of 800 West. Work also included improvements to the intersections on County Roads 5000 South, 1450 West, 4600 South, and 1750 West including fillet smoothing and widening in order to facilitate the increased traffic caused by the closure of 800 West. Previous construction also included beginning construction of drainage improvements, grading, subbase, base course, and the first lift of asphalt paving.

The final phase of construction was completed summer 2015. Remaining work included the final phase to complete the 1,600 foot extension, shift the Runway 30 End (885 Feet), and other items necessary to open the runway. This phase included work items necessary to complete the runway shift and extension include removal of 885' of the southeast runway end, constructing the connector taxiway, complete lighting and signage for the runway and taxiways, seal coat the existing runway and taxiway pavements, and new pavement markings.



Additional work items were completed in the runway protection zone (RPZ) on the newly acquired land north of the airport. The remaining work included safety area grading, obstruction removal (trees, fences, ditches, etc.), and installation of fence on the new property lines. Irrigation and access roads were installed to replace the existing systems that were closed as part of the land acquisition.

Additional complexities of the project included wetland impacts and mitigation and land acquisition.

Reference:

Cris Child, Airport Manager (801) 420-888; cris@prestigeproperties.org

TAXIWAY/TAXILANE CONSTRUCTION OR RECONSTRUCTION PROJECTS

Armstrong has completed multiple taxiway or taxilane construction or reconstruction projects in the last five years. Most recently, projects were completed at airports in the following cities:

- Green River, UT
- Milford, UT
- Cedar City, UT
- · Logan, UT
- Moab, UT
- Delta, CO
- La Junta, CO
- Ft. Morgan, CO
- Limon, CO
- Buhl, ID

- Lander, WY
- Lovelock, NV
- Panaca, NV
- Vaughn, NM
- Lordsburg, NM
- Roswell, NM
- Globe, AZ
- Douglas, AZ

St. Johns, AZ

Bisbee, AZ

Canyonlands Field Airport, Moab, Utah Pavement Maintenance on Apron, Taxiway A, A1, A2, A3 through A7 and Runway 3/21

This project consisted of four schedules involving reconstruction of the west apron and connecting Taxiway A3 and removal and replacement of the east apron pavement surface. Schedule I was the rehabilitation of Taxiway A3 and portions of the west apron. The rehabilitation included removal of deteriorating pavements and base course and excavating 24 inches of subgrade soil. On the taxiway, underdrains were installed with clean, porous rock enveloped with filter fabric. Schedule II included removing and replacing the pavement surface between the hangars and terminal building. Schedules III and IV included the removal and replacement of the pavement surface on the apron area east of the T-hangars and on each side of the concrete gutter pan. The apron was paved with three inches of bituminous asphalt pavement. After paving was completed, aircraft tie-down anchors were installed and markings were painted on the new pavement areas.

Reference:

Judd Hill, Airport Manager (435) 259-4849; jhill@grandcountyutah.net





Logan-Cache Airport, Logan, Utah Taxilane Juliet

Armstrong completed the design, bidding and construction administration services for the new corporate hangar Taxilane J. The airport reverted from the most recent Master Plan back to the original Armstrong planned hangar/taxilane configuration for this area. The taxilane dimensional criteria, including width, fillet geometry and object free area were designed to accommodate Design Group III aircraft, specifically large Gulfstream and Global Express sized aircraft. The design process included preliminary configuration for Taxilane K to ensure appropriate hangar separation for the utility corridor. Armstrong worked closely with the airport and Logan City for the installation of utilities to serve the area and drainage infrastructure. The project has been a great success as nearly all of the available hangar pads are currently filled or spoken for.

Reference:

Lee Ivie, Airport Manager (435) 752-8111; lee.ivie@cachecounty.org

APRON CONSTRUCTION OR RECONSTRUCTION PROJECTS

Armstrong has completed 25 different apron construction or reconstruction projects in the last five years. Recent projects were completed in the following cities:

- Duchesne, UT
- Roosevelt, UT
- Blanding, UT
- Garfield County, UT
- Logan, UT
- Cedar City, UT
- Kremmling, CO
- · Craig, CO
- Delta, CO
- Holyoke, CO
- Roswell, NM
- Espanola, NM
- Lordsburg, NM
- · Lewiston, ID
- Buhl, ID

- Owyhee, NV
- St. Johns, AZ
- Bisbee, AZ
- Alamo, NV
- · Lincoln County, NV

Logan-Cache Airport, Logan, Utah South Apron Reconstruction

Armstrong completed the design, bidding and construction administration of this significant project for the reconstruction of the entire south apron and Taxiway A. The full-depth reconstruction included stabilization fabric, 24 inches of subbase, 6 inches of aggregate base course, and 4 inches of P-401 asphalt surface course. Armstrong's extensive knowledge of the existing airport underdrain system allowed new underdrains installed in the apron to be connected into the existing drainage system. Armstrong's knowledge of the existing 6 inch concrete pad underneath the asphalt in the northern portion of the apron helped avoid a costly change order. The project was completed in two phases based on funding availability.

Reference: John Kerr, Logan-Cache Airport Authority (435) 755-9900; kerrjohna@comcast.net



Bryce Canyon Airport, Garfield County, Utah Apron Rehabilitation

The top two inches of existing asphalt was pulverized, cleaned and a bituminous tack coat was applied. The new apron surface consisted of three inches of P-401 hot mix bituminous pavement placed upon the existing milled surface. New tie-down sets were installed and new markings were completed as part of this project.

Reference: Greg Pollock, Airport Manager (435) 834-5239; bcairport@scinternet.net





Blanding Municipal Airport, Blanding, Utah Apron Reconstruction

This project was a continuation of the Apron Rehabilitation work completed in 2004 and 2007. This work provided for the reconstruction of those portions of the existing apron west of the hangars that were not reconstructed as part of the earlier projects. Construction included removal of the existing surfacing and base, excavation of the subgrade, drainage, paving, and marking. The pavement design strength was 27,000 pounds single wheel gear (SWG) per the approved Airport Layout Plan. Underdrains were incorporated into the pavement section design as required. Safety areas were graded to meet B-II Standards. A temporary taxiway provided access from the runway to the apron and fuel system during periods where the construction did not otherwise interfere with the active runway safety area.

Reference: Bret Hosler, Airport Manager (435) 678-2791; bhosler@blanding-ut.gov

AIRFIELD LIGHTING, SIGNAGE, AWOS & NAVAID INSTALLATION PROJECTS

Armstrong has extensive experience designing airfield lighting, signage, AWOS, & NAVAID systems. This experience includes replacement or installation of new taxiway lighting, PAPIs, REILs, Windcones, Beacons and AWOS units. We regularly coordinate our efforts with FAA facilities offices', and work on and around VORs, ILSs, MALSR, and other FAA-owned equipment. The following is a representative list of lighting and NAVAID installation projects Armstrong has recently completed:

- Parowan, UT (MIRL)
- Cedar City, UT (HIRL)
- Duchesne, UT (AWOS)
- Escalante, UT (PAPI, REIL, MIRL)
- Milford, UT (PAPI)
- Moab, UT (MIRL, Windcone)
- Lovelock, NV (PAPI, REIL)
- Minden, NV (Beacon)

- Owyhee, NV (MIRL, PAPI, REIL)
- Winnemucca, NV (PAPI, REIL, MITL)
- Colorado City, AZ (PAPI, REIL, MIRL)
- Peach Springs, AZ (MIRL, MITL, AWOS)
- St. Johns, AZ (MIRL)
- Akron, CO (MIRL)
- Delta, CO (PAPI, Windcone)

- Monte Vista, CO (PAPI, MIRL)
- Sterling, CO (Windcone, MIRL)
- Grants, NM (AWOS)
- Carrizozo, NM (REIL, VASI)
- Lordsburg, NM (AWOS, Beacon)
- Taos, NM (Beacon)
- · Vaughn, NM (Beacon)
- Scobey, MT (PAPI)

Escalante Municipal Airport, Escalante, Utah Runway Lighting, Signage Rehabilitation, Windcone, Segmented Circle, REILs and PAPIs

This project involved the replacement of Runway 13/31 Medium Intensity Runway Lighting (MIRL) with a new duct and light base system, the installation of new runway lights, rehabilitation of guidance signs, installation of a counterpoise system, removal and replacement of the lighted windcone and segmented circle, and installation of Precision Approach Path Indicators (PAPI) and Runway End Identifier Lights (REIL) at each end of Runway 13/31.

The existing runway lights and NAVAID replacement at this remote southern Utah location was completed in two phases. Since the work was nearly entirely inside the Runway Safety Area, construction activity required the runway to be closed. The contractor did all his underground work at the beginning of the project with the runway closed for two weeks. Then, the runway was able to be opened for daytime operations while the contractor was not working. The second phase of construction had the runway closed intermittently while the above-ground fixtures were installed. This allowed the city use of their runway for the maximum extent possible during the project. This required extensive coordination between the contractor, city, Engineer, and airport users to safely close and open the runway on a staggered schedule. In the end, all parties deemed the project a major success.



Reference:

Vickie Schulkoski, City Clerk (435) 826-4644; escalant@scinternet.net

Grants-Milan Municipal Airport, Grants, New Mexico Install AWOS III P/T and Rewire Existing Beacon & Wind cone

This project included the installation of a new AWOS III-P/T system located approximately mid-field at the airport. It also included the rewiring of the existing beacon and wind cone. All necessary trenching, conduit, power cable, sensors, system commissioning, and cut-offs were completed to meet project requirements.

Reference:

Jim Fisk, Projects Coordinator (505) 287-7502; jfisk@7cities.net



SRE FACILITIES AND EQUIPMENT ACQUISITION

Over the past 10 years, Armstrong has been averaging the design and construction of one airport building per year and three or four equipment purchases for its airport clients. Armstrong has successfully completed projects in the following cities, over recent years.

- Beaver, UT
- Cedar City, UT
- · Heber City, UT
- Logan, UT
- Moab, UT

- Show Low, AZ
- Whiteriver, AZ
- Craig, CO
- Wray, CO
- Scobey, MT
- Owyhee, NV
- Alamogordo, NM
- Espanola, NM
- Grants, NM
- Lordsburg, NM
- Roswell, NM
- Taos, NM
- Vaughn, NM
 - Hulett, WY



Whiteriver Airport, Whiteriver, Arizona Install AWOS III-P/T, Acquire Snow Removal Equipment, Truck Mounted Sweeper

This project consisted of three schedules. Bids were received either for only Schedule I or only for Schedule II and III. Schedule I involved the installation of an Automated Weather Observing System (AWOS) III-P/T. It was located approximately 510 feet east of Runway 1/19 at approximately 2,650 feet north of the end of Runway 1.

Schedule II involved the acquisition of snow removal equipment. The snow removal equipment is to improve safety for aircraft operations in the snow and allow the airport to stay open during snow events to get emergency flights and other flights in to the airfield.

Schedule III included a truck mount sweeper to aid in the snow removal process as well as be used for FOD clean up on critical pavement areas.

Reference:

Colbert Burnette; Tribal Engineer (928) 338-2477; ColbertBurnette@wmat.nsn.us

Taos Regional Airport, Taos, New Mexico SRE Building and SRE Equipment

The project included a 44 foot x 60 foot pre-engineered metal building including two storage bays with 20 foot wide x 16 foot high doors. The building will be accessed via a 100 foot x 60 foot asphalt pavement drive area. The building will be propane heated and served with electricity. Stub outs for sanitary sewer and water for a future rest room will be provided into the building. The building will house the large carrier vehicle and snow plow which Armstrong acquired for them in 2008.

Reference: John Thompson, Airport Manager (575) 758-4995; jthompson@tasogov.com



Show Low Regional Airport, Show Low, Arizona Acquire Snow Removal Equipment

Armstrong helped the Show Low Regional Airport acquire snow removal equipment including a dump truck and a wheel loader. They purchased a 41,000 LB GVW, single rear axle truck with a 6.25 CY dump body and hydraulic controls and plow head frame necessary to operate the existing 16-foot Henke reversible snow plow currently in use at the airport. They also purchased a used 4.25 CY wheel loader with a 5 year/1,000 hour extended warranty.

Reference:

Glen Boyd, Airport Manager (928) 532-4192; gboyd@showlowaz.gov

TERMINAL/UTILITIES IMPROVEMENTS

To meet long-range development goals for our airport clients, Armstrong's engineering team will address any and all concerns and/or issues related to electrical, wastewater, storm water discharge, telephone or natural gas utilities. Our firm schedules and facilitates meetings with the respective utility companies and the airport sponsor to discuss the proposed project, review justification and need, and present recommendations for the best and most cost-effective solutions for all parties involved. All work is completed in accordance with Federal Regulation Title 14 Part 77, which establishes standards and notification requirements or objects affecting navigable airspace. A few projects of similar scope are presented below:

Moab, UT

Show Low, AZ

St. Johns, AZ

Owyhee, NV

Owhyee Airport, Owhyee, Nevada Underground Power Line Installation

Armstrong was involved in negotiations with the Shoshone-Paiute tribes of the Duck Valley Indian Reservation and the local Utility company to bring in power to the Owyhee Airport. We were able to bring power from their main line to the edge of the airport property then underground to the electrical vault to run the lighting system on the airport. A contract with the local power company provided the overhead power to airport property, and then underground power to a centrally located transformer. Then the construction contract to construct the lighting vault brought underground power from the transformer to the lighting vault.

Reference:

Steve Dean, Tribal Projects Coordinator (208) 759-3100; dean.steve@shopai.org

FUEL SYSTEM IMPROVEMENTS

The following is a sample of Fuel System Improvement projects completed by our firm:

Scobey, MT

Holyoke, CO

Holbrook, AZ

Panaca, NV

Lordsburg, NM

Espanola, NM

Douglas, AZ

Granby, CO

Grants, NM

Globe, AZ

Fort Morgan, CO

Holyoke Municipal Airport, Holyoke, Colorado Jet A Fuel Storage and Dispensing System

The Holyoke Municipal Airport was experiencing an increase in the amount of jet traffic. The airport had AvGas only and no Jet A fuel. The new above-ground double-wall steel storage tank and fuel dispensing system was located on the north side of the apron and east of the existing hangars. Improvements included state-of-the-art remanufactured equipment with a 12,000 gallon Jet A system, concrete support pad, dispenser, overwing nozzle, hose reel, credit card reader system, and protection pipe bollards around the system. The fuel storage and dispensing system included all safety and control features in accordance with Recommended Practice 1540 of the American Petroleum Institute/Energy Institute.

The location of the new fuel system required that a

portion of the existing pavement marking be removed from the apron as the fuel location did not provide for the appropriate spacing requirements for the taxilane centerline to remain.



Mark Brown, City Superintendent (970) 854-2266; mbrown@chase3000.com



Armstrong typically completes 30 to 40 airport engineering and construction projects per year across eight states and has completed more than 400 projects over the past 10 years. A sample of those projects are summarized below.

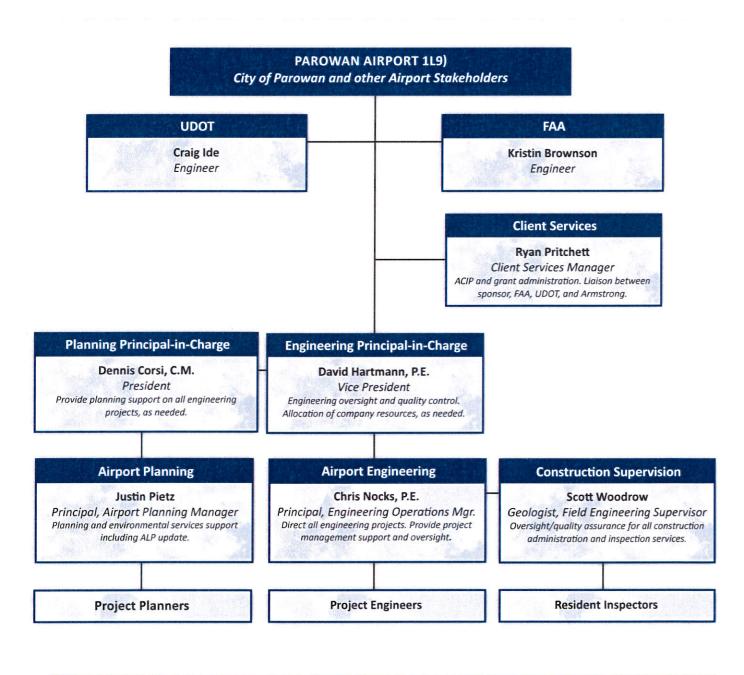
TABLE 2: Additional Airport Engineering Projects

Project Name and Scope	Project Location	Contact Person	Phone	Engineer's Est	Bid Amt	Total Project	Schedule
Minden-Tahoe Airport-Reconstruct Twy and Apron	Minden, NV	Bobbi Thompson, Airport Manager	(775) 782-9871	\$1,485,877	\$1,367,007	\$1,296,289	9/14/15-10/31/15
Carrizozo Municipal Airport-Apron Reconstruction, Ph II	Carrizozo, NM	Leann Weihbrecht, Town Clerk	(575) 648-2371	\$223,118	\$249,985	\$363,574	10/12/15-12/4/15
Ohkay Owingeh Airport-Threshold Relocation and Pavement Maintenance	Espanola, NM	Steve Dean, Tribal Programs Administrator	(208) 759-3100	\$312,750	\$259,888	\$303,488	11/8/14-7/9/15
Lordsburg Municipal Airport-Pavement Maintenance 2014:	Lordsburg, NM	Fred Beem Airport Manager	(575) 542-3614	\$246,141	\$199,430	\$245,084	10/14/15-10/28/15
Logan-Cache Airport- Rwy 17/35 Lighting	Logan, UT	Lee Ivie Airport Manager	(435) 752-8111	\$327,890	\$353,857	\$362,259	9/2014-11/2014
Canyonlands Field Airport - Pavement Maintenance	Moab, UT	Judd Hill Airport Manager	(435) 259-4849	\$160,920	\$119,746	\$123,630	9/24/14-10/1/14
Roswell International Air Center - Reconstruct Runway 3/21 Phase I	Roswell, NM	Jennifer Brady, Air Center Manager	(575) 347-5703	\$7,270,386	\$7,383,231	\$8,015,206	8/2013-8/2015
Lewiston-Nez Perce County Regional Airport - Rehab Rwy 8/26 & Apron	Lewiston, ID	Verl Long Airport Authority	(208) 746-4471	\$3,500,000	\$4,341,819	\$4,042,565	8/2013-2/2015
Taos Regional Airport - Construct Rwy 12/30 (100 feet x 8,600 feet)	Taos, NM	John Thompson, Airport Manager	(575) 758-4995	\$9,934,449	\$5,031,348	In Process	12/2012-6/2015
Green River Municipal Airport-Pavement Maintenance	Green River, UT	Conae Black Jerry Taylor	(435) 564-3448	\$185,373	\$161,775	\$156,326	6/16/14-6/29/14
Escalante Municipal Airport - Pavement Maintenance	Escalante, UT	Mayor Edward Moyer	(435) 826-4644	\$89,574	\$79,578	\$105,556	10/14/14-2/2015
Granby-Grand County Airport-Pavement Maintenance Ely Airport (Yelland Field) - Reconstruct Rwy 18/36 &	Granby, CO	Project Coordinator Steven Stork	(970) 725-3102	\$103,616	\$157,298	\$157,298	9/23/14-10/17/14
Twy A (Design Only) 2013:	Ely, NV	Airport Manager	(775) 397-3550	\$6,000,000	Bid in 2016	TBD	2016
McCarley Field Airport - Pavement Maintenance	Blackfoot, ID	Paul Loomis, Mayor	(208) 785-8600	\$419,948	\$409,566	¢40€ 044	9/22/12 9/21/12
Hawthorne Industrial Airport - Apron Reconstruction	Hawthorne, NV	Mike Trujillo,	(775) 945-3897		\$2,656,656	\$406,944	8/22/13-8/31/13 9/16/13-11/14/13
Fremont County Airport - Construct Partial Parallel Twy A & Connector Twy	Canon City, CO	Richard Baker Airport Manager	(719) 784-3816		\$1,736,578	\$1,613,675	11/2013-12/2013
McElroy Field - Apron Expansion & Pavement Maintenance	Kremmling, CO	Edward Moyer Project Coordinator	(970) 725-3102	\$776,745	\$714,302	\$695,148	7/2013-8/2014
Payson Airport - AWOS III Installation	Payson, AZ	LaRon Garrett Public Works Dir.	(928) 474-5242	\$219,357	\$171,417	\$168,707	5/20/13-5/23/13
La Junta Municipal Airport - Pavement Maintenance on Rwy 8/26 & Apron	La Junta, CO	Dan Eveatt Dir. of Engineering	(719) 384-5991	\$223,885	\$159,056	\$207,333	5/2013-9/2013
Logan-Cache Airport - Taxiway Juliet	Logan, UT	Lee Ivie Airport Manager	(435) 752-8111	\$690,000	\$485,297	\$510,994	9/2013-11/2013
Bryce Canyon Airport - Apron & Taxiway Rehab	Bryce, UT	Greg Pollock Airport Manager	(435) 834-5239	\$333,530	\$344,685	\$300,681	8/12/13-8/23/13
2012:		Samuel Hanna					e or version state etc
Phoenix Deer Valley Airport - Rehab Rwy 7L/25R	Phoenix, AZ	Airport Manager	(602) 273-4582	\$1,327,227	\$1,036,142	\$1,036,142	11/15/12-11/21/12
Roswell International Air Center - Rwy 17/35 Crack Repair	Roswell, NM	Jennifer Brady Air Center Manager	(575) 347-5703	\$597,580	\$542,160	\$542,157	10/29/12 - 11/18/12
Craig-Moffat County Airport - Apron Rehabilitation	Craig, CO	Jerry Hoberg Airport Manager	(970) 824-9148	\$553,950	\$534,140	\$461,138	8/20/12-9/11/12
Ely Airport (Yelland Field) - Rehab Rwy 18/36	Ely, NV	Steven Stork Airport Manager	(775) 397-3550	\$712,547	\$472,718	\$534,160	9/11/12 -10/10-12
Lordsburg Municipal Airport - Apron, Partial Parallel Twy A, Twy A1, A2 and A3 Crack Seal	Lordsburg, NM	Fred Beem Airport Manager	(575) 542-3614	\$26,745	\$28,684	\$38,571	8/2/12-8/4/12
2011:	*XXX to XX	A CAMPINE SE			Service of	4505	Mary english
Grand Canyon West Airport - Rwy 17/35 & Connecting Twy Paving, Lighting & NAVAIDs, Extend East Edge of Apron, Helicopter Pads & Twy Runup Area	Peach Springs, AZ	Rory Majenty Operations Manager	(928) 769-2419	\$6,937,284	\$5,734,125	\$5,925,209	10/24/10-4/17/11
Owyhee Airport - Construct Rwy, Twy, Apron, Access Road and Wind Cone, Electrical Vault, Lighting, Signage, Navigational Aids, and Bypass Twy	Owyhee, NV	Steve Dean, Tribal Programs Administrator	(208) 759-3100	\$3,827,428	\$3,542,304	\$3,441,017	7/11/11 - 9/26/11

^{*}Note: Large earthwork volumes. Local contractor was low bid. Next closest bid was \$8,384,705.

PAROWAN AIRPORT (1L9) PROJECT TEAM

The organizational chart below presents the key team members assigned to Parowan Airport (1L9), lists their assigned project tasks, and demonstrates the commitment of our entire organization to your airport. Our organization is flexible, allowing us to address any challenges or needs that may arise for any particular project. It is our objective to provide the airport with the best engineering and client service available. Armstrong offers the expertise and depth of experience from key project team members combined with the service from our entire organization to successfully complete your projects on time and on budget.



FIRMWIDE AIRPORT SUPPORT SERVICES Engineering Department Environmental Department Planning Department Construction Administration AutoCAD Department Client Services/Marketing

David Hartmann, P.E.

Vice President

David Hartmann serves as Vice President and Engineering Manager with Armstrong and serve as principal-in-charge for all Parowan Airport engineering projects. He joined Armstrong in 2000, has completed numerous design projects, and administered grant documentation and construction management on airport projects throughout the western United States. During that time, he has completed over 100 airport design and construction projects.

David currently oversees our 12 design engineers and their design workloads in the states of Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming. His duties include engineering design, preparation of construction plans and specifications, cost estimating, writing project design reports, final reports, preparation of grant applications and capital improvement projects, grant administration, and construction project management.

David has designed and managed a variety of projects ranging from small NAVAID development to multi-million dollar runway reconstruction projects and brings a broad background of design and construction experience to our airport projects. Prior to Armstrong, David managed public works, surveying commercial, and residential design projects in Colorado, Utah, South Dakota, and Nebraska with Banner Associates. He also served as an Engineer Captain in the United States Army and Army Reserve where he was a bridge engineer, facility engineer, construction detachment commander, and civil affairs team engineer in seven states and five countries including a year-long tour in the Afghanistan War.

Relevant Project Experience:

Parowan Airport Parowan, UT

Blanding Municipal Airport

Blanding, UT

Logan-Cache Airport

Logan, UT

Beaver Municipal Airport

Beaver, UT

Cedar City Regional Airport

Cedar City, UT

Duchesne Municipal Airport

Duchesne, UT

Escalante Municipal Airport

Escalante, UT

Bryce Canyon Airport

Bryce, UT

Colorado City Municipal Airport

Colorado City, AZ

Payson Airport Payson, AZ Phoenix Deer Valley Airport

Phoenix, AZ

St. Johns Industrial Air Park

St. Johns, AZ

Alamo Landing Field

Alamo, NV

Hawthorne Industrial Airport

Hawthorne, NV

Winnemucca Municipal Airport

Winnemucca, NV

Blake Field Airport

Delta, CO

Fort Morgan Municipal Airport

Fort Morgan, CO

Kit Carson County Airport

Burlington, CO

Big Piney-Marbleton Airport

Big Piney, WY

Hulett Municipal Airport

Hulett, WY



Education:

- B.S. Civil Engineering, South Dakota School of Mines and Technology-Rapid City
- U.S. Army Engineer Officer Basic Course, U.S. Army Engineer Center

Certifications:

- Colorado, Professional Engineer, #34254
- Utah, Professional Engineer, #5197035-2202
- New Mexico, Professional Engineer, #21145
- Wyoming, Professional Engineer, #13993
- National Incident Management System (NIMS) and Incident Command System (ICS) Certified
- Mesa County, CO Planning Commissioner

Affiliations:

- Colorado Airport Operators Association (CAOA)
- Idaho Airport Manager's Association (IAMA)
- Utah Airport Operators Association (UAOA)

Chris Nocks, P.E.

Engineering Operations Manager

Joining Armstrong in 2010, Chris is responsible for the design and project management of a variety of airport projects. His duties include engineering designs, preparation of construction plans and specifications, cost estimating, writing project design reports and final reports, preparation of grant applications and capital improvement programs. Additionally, as Engineering Operations Manager, Chris is responsible for managing the production of a staff of 12 engineers.

Prior to joining our professional engineering design team, Chris served as a Captain in the U.S. Air Force. Chris was assigned to the 28th Civil Engineer Squadron, 28th Bomb Wing, Ellsworth Air Force Base, South Dakota as Chief of Operations Support. He deployed twice during this assignment in support of Operation Iraqi Freedom and Operation Enduring Freedom. During his 1st deployment he served as Project Manager for 7 months on 28 projects valued at over \$6 million at Al Dhafra Air Base, United Arab Emirates. Chris served as the Military Construction Program Manager for US Forces -Afghanistan for 6 months during his 2nd deployment, and developed a construction program worth over \$8 billion to support current and future mission requirements in Afghanistan. The construction program included over 150 miles of supply routes, 5 new runways, housing for over 50,000 troops, life support, medical and command and control facilities. Prior to being assigned to the 28th Civil Engineer Squadron, Chris served as the Chief of Operations Support and as an Environmental Engineer assigned to the 366th Civil Engineer Squadron, 366th Fighter Wing, Mountain Home Air Force Base, Idaho. His military service awards include Meritorious Service Medal, Joint Service Commendation Medal, Air Force Commendation Medal (1 device) and Joint Service Achievement Medal.

Relevant Project Experience:

Mountain Home AFB Mountain Home, ID

Buhl Municipal Airport

Buhl, ID

McCarley Field Blackfoot, ID

Al Muthana Air Base Baghdad, Iraq

Alamo Landing Field

Alamo, NV

Bisbee Municipal Airport

Bisbee, AZ

Blake Field Airport Delta County, CO

Burlington/Kit Carson County Airport

Burlington, CO

Cheyenne Air National Guard Base

Cheyenne, WY

Craig-Moffat County Airport

Craig, CO

Derby Field

Lovelock, NV

Ellsworth AFB Rapid City, SD

Ely Airport Ely, NV

Fremont County Airport
Fremont County, CO

Grand Junction Regional Airport

Grand Junction, CO

Hawthorne Industrial Airport

Hawthorne, NV

La Junta Municipal Airport

La Junta, CO

Limon Municipal Airport

Limon, CO

Lincoln County Airport

Panaca, NV

Minden-Tahoe Airport

Minden, NV



Education:

- Master of Science -Engineering Systems (Civil Engineering), Colorado School of Mines
- Bachelor of Science -Geological Engineering, Colorado School of Mines
- USAF Civil Engineer Officer Training, Air Force Institute of Technology, WPAFB, Ohio (Distinguished Grad)

Certifications:

- Nevada, Professional Engineer, #021564
- Colorado, Professional Engineer, #44373
- Wyoming, Professional Engineer, #14268
- Montana, Professional Engineer, #30672PE
- Idaho, Professional Engineer, #16496
- Utah, Professional Engineer, #8836353
- North Dakota, Professional Engineer, # 10198

Affiliations:

- Nevada Airports Association (NvAA)
- Colorado Airports Operators Association (CAOA)
- Society of American Military Engineers
- American Society of Civil Engineers

Dennis Corsi, C.M.

President

Armstrong President Dennis Corsi will provide planning support for all Parowan Airport engineering projects. Dennis has completed more than 250 airport planning assignments and has gained comprehensive experience in airport operations and planning as an operations management officer in the United States Air Force. As Chief of Airfield Management at the Rhein-Main Airbase in Germany, he supervised the airfield management staff, base operations, and flight data sections as well as the apron ground control tower. He also inspected airfield facilities, documented discrepancies, and coordinated corrective actions.

Dennis brings this in-depth experience to Armstrong and directs the entire staff of airport planners—personally conducting quality control checks on all deliverables produced by the Planning and Engineering Departments. In his 25 years of airport operations, management, and planning experience, Dennis has been involved with all of the projects at Logan for the past 20 years.

Dennis has expertise in developing Master Plans, Airport Layout Plans, Environmental Assessments, Feasibility Studies, Terminal Area Plans, Noise Studies, Land Acquisitions, and Wetland Delineations. Dennis holds a pilot's license with an instrument rating.

Relevant Project Experience:

Parowan Airport Parowan, UT

Blanding Municipal Airport

Blanding, UT

Logan-Cache Airport

Logan, UT

Bryce Canyon Airport

Bryce, UT

Canyonlands Field Airport

Moab, UT

Spanish Fork-Springville Airport

Spanish Fork, UT

Brigham City Municipal Airport

Brigham City, UT

Cedar City Regional Airport

Cedar City, UT

Milford Municipal Airport

Milford, UT

Bisbee Municipal Airport

Bisbee, AZ

Colorado City Municipal Airport

Colorado City, AZ

Grand Canyon West Airport

Peach Springs, AZ

Holbrook Municipal Airport

Holbrook, AZ

Kayenta Airport

Kayenta, AZ

Pinal Airpark

Marana, AZ

St. Johns Industrial Air Park

St. Johns, AZ

Whiteriver Airport

Whiteriver, AZ

Fremont County Airport

Canon City, CO

Ft. Morgan Municipal Airport

Fort Morgan, CO

Grand Junction Regional Airport

Grand Junction, CO

Holyoke Municipal Airport

Holyoke, CO

Buhl Municipal Airport

Buhl, ID

Idaho Falls Regional Airport

Idaho Falls, ID

Lincoln County Airport

Panaca, NV



Education:

- Master of Aeronautical Science in Aviation Management, Embry-Riddle Aeronautical University
- Bachelor of Science in Aerospace Engineering, Boston University - Boston

Certifications:

- Private Pilot, Single Engine, Land, Instrument
- Wetland Delineation and Management, United States Army Corps of Engineers Certification

Affiliations:

- AAAE Certified Member (CM)
- Aircraft Owners and Pilots Association (AOPA)
- American Planning Association (APA)
- Arizona Airports Association (AzAA)
- Colorado Airport Operators Association (CAOA)
- Nevada Airports Association (NvAA)
- Utah Airport Operators Association (UAOA)

Scott Woodrow

Geologist, Field Engineering Supervisor

Scott Woodrow oversees all construction administration activities for Armstrong's airport clients. Scott has worked for Armstrong for 22 years and serves as the coordinator of our project inspectors. Scott will coordinate between airport management, the FAA, contractors, and quality control personnel at Armstrong. He provides our clients and our firm with FAA required reports: the Construction Management Plan, weekly FAA construction progress and inspection reports, and the project Test Summary Report. Scott oversees construction and testing activities, evaluates field adequacy of engineering, construction and quality control measures, examines materials certifications and certified payrolls, all to ensure compliance with project specifications that protect the sponsor's engineering and administrative interests in projects.

A geologist and certified engineering technician, Scott performs our geotechnical investigations and provides construction materials evaluations.

Relevant Project Experience:

Parowan Airport

Parowan, UT

Blanding Municipal Airport

Blanding, UT

Logan-Cache Airport

Logan, UT

Beaver Municipal Airport

Beaver, UT

Bryce Canyon Airport

Bryce Canyon, UT

Canyonlands Fleld Airport

Moab, UT

Duchesne Municipal Airport

Duchesne, UT

General Dick Stout Field

Hurricane, UT

Milford Municipal Airport

Milford, UT

Monticello Airport

Monticello, UT

Roosevelt Municipal Airport

Roosevelt, UT

Blake Field Airport

Delta, CO

Colorado Plains Regional Airport

Akron, CO

Craig-Moffat Airport

Craig, CO

Granby-Grand County Airport

Granby, CO

Gunnison-Crested Butte Regional

Airport

Gunnison, CO

Holyoke Airport

Holyoke, CO

Kit Carson County Airport

Burlington, CO

La Junta Municipal Airport

La Junta, CO

Limon Municipal Airport

Limon, CO

Mc Elroy Airfield

Kremmling, CO

Meeker Airport

Meeker, CO

Monte Vista Municipal Airport

Monte Vista, CO

Montrose Regional Airport

Montrose, CO

Sterling Municipal Airport

Sterling, CO

Walden-Jackson County Airport

Walden, CO

Wray Municipal Airport

Wray, CO



Education:

 B.S., Geology, Edinboro University of Pennsylvania

Certifications:

- Certified Engineering Technician #078339
- Level III, Transportation Engineering
- Certified Concrete Technician #792 Grade I
- Certified Nuclear Test Equipment Operator

Justin Pietz

Airport Planning Manager

Justin Pietz serves as Planning Manager with Armstrong and supervises the firm's planning staff along with completing a diverse range of airport planning projects. Justin has 13 years of aviation experience and has completed over 75 master planning and environmental studies at more than 40 airports throughout the western United States. Justin was recently selected by Airport Business Magazine as one of the Top 40 Under 40 aviation professionals of 2013. His areas of expertise include Airport Master Plans, Site Selection Studies, Environmental Assessments, Airport Land Use Compatibility Planning, Aircraft Noise Evaluation, Airport Emergency Plans, Airport Financial Plans and Airport Certification Manuals.

Justin joined Armstrong in 2004 and has the knowledge and experience to develop successful solutions for complex issues. As a senior project planner, Justin produces a variety of planning studies and provides quality control and peer reviews for other planners in the firm. He was the lead project planner for the Steamboat Springs Airport Master Plan Update. Encumbered with numerous topographical and political challenges the resulting Master Plan achieved consensus for recommended airside and landside development projects to provide a safe, efficient, economical, and environmentally sound airport for existing and future users.

Justin has developed financial plans for numerous airports addressing concerns related to revenue and expenditure and promoting self-sufficient airport development. Justin is an FAA-licensed private pilot, which enables him to understand airport user needs. His background in aviation safety ensures that safety factors are considered throughout the planning process. Prior to joining Armstrong, Justin served as a line service technician for Timberline Aviation in Grand Junction, Colorado.

Relevant Project Experience:

Brigham City AirportBrigham City, UT

Milford Municipal Airport

Milford, UT

Cedar City Regional Airport

Cedar City, UT

Spanish Fork Airport

Logan-Cache Airport

Spanish Fork, UT

Logan, UT

Roswell International Air Center

Roswell, NM

Grants-Milan Municipal Airport

Grants, NM

Springer Municipal Airport

Springer, NM

Ohkay Owingeh Airport

Espanola, NM

Holbrook Municipal Airport

Holbrook, AZ

Steamboat Springs Airport

Steamboat Springs, CO

Owyhee Airport Owyhee, NV

Spanish Fork Airport

Spanish Fork, UT

Hunt Field Airport Lander, WY

Fremont County Airport

Canon City, CO

Monte Vista Municipal Airport

Monte Vista, CO

Hawthorne Industrial Airport

Hawthorne, NV

Ak-Chin Regional Airport

Maricopa, AZ

Bisbee Municipal Airport

Bisbee, AZ

Cibecue Airport

Cibecue, AZ



Education:

 B.S. Aerospace Studies, Embry-Riddle Aeronautical University, Prescott, Arizona

Affiliations:

- Aircraft Owners and Pilots Association (AOPA)
- Arizona Airports Association (AzAA)
- Colorado Airport Operators Association (CAOA)
- Utah Airport Operators Association (UAOA)
- Nevada Airports Association (NvAA)

Certifications:

 Private Pilot – Single-Engine, Land

Ryan Pritchett

Client Services Manager

With more than 25 years of expertise in the industry and having served more than 100 airports in the FAA Western-Pacific Region, Ryan is unique in the airport engineering and planning industry. Ryan's primary job is to stay in constant contact with you throughout and between projects and take a proactive approach to making sure that all funding requests are current, accurate and reflect your highest priorities. Our Client Services Managers are an immediate source of information, perspective and support for your airport projects and concerns.

Ryan has proved to be instrumental as an advocate for our airport clients. He demonstrates this approach by guiding many sponsors through the grant process which has proved to be invaluable. By meeting with and educating elected officials and airport boards across the western region, Armstrong has the distinction of creating more new general aviation airports than any other airport consulting firm. At times, large projects are a collaborative effort and involve many decision makers in addition to the airport manager. Ryan has taken a more personal and active role in providing guidance and encouragement in the step-by-step process that has led to many successful projects.

Experience at 40+ general aviation and commercial service airports throughout Colorado, Nevada, and Utah.

Utah Airports include:

Parowan Airport Parowan, UT

Blanding Municipal Airport

Blanding, UT

Bryce Canyon Airport Bryce Canyon, UT

Canyonlands Field Airport

Moab, UT

Monticello Airport Monticello, UT

Duchesne Municipal Airport

Duchesne, UT

Green River Municipal Airport

Green River, UT

Escalante Municipal Airport

Escalante, UT

Beaver Municipal Airport

Beaver, UT

Milford Municipal Airport

Milford, UT

Heber City Municipal Airport

Heber City, UT

Logan-Cache Airport

Logan, UT

Spanish Fork-Springville Airport

Spanish Fork, UT



Education:

- Durango High School
- Continuing Education,
 Colorado Mesa University

Affiliations:

- Executive Board of Nevada Airports Association (NvAA)
- Colorado Airport Operators Association (CAOA)
- Utah Airport Operators Association (UAOA)

AIRPORT ENGINEERING SERVICES

Armstrong specializes in performing engineering services for airports – and only for airport. Our competition may talk about their diverse experience and background, but Armstrong knows that engineering knowledge about bridges and buildings has limited value when it comes to completing airport projects. We have worked exclusively on airport projects for more than three decades. This experience means that we know how to anticipate and quickly solve problems associated with your engineering projects. We are the most reliable and responsive airport engineering firm in your area.

Armstrong's professional engineering portfolio provides a complete range of airport-focused design services, including:

- Grant Administration
- · Design Plans and Specifications
- · Geotechnical Investigation
- Airfield Lighting and NAVAIDs
- Pavement Design
- · Contractor Bidding
- Airport Grading and Geometry
- Landside Development

Armstrong understands the importance of a collaborative process that is designed to control costs, stay on schedule, and keep you informed about the status of your project. Our engineers work with our airport planners and construction managers to evaluate feasible design options — our brainpower is combined to optimize performance at your project site.

We have the in-house capabilities to complete design engineering, master planning, environmental programming, land acquisition and economic analysis, and computer-aided drafting (CAD). What does that mean for our clients? You get a more responsive, nimble team that does not have to wait for consensus among multiple team members. Our in-house team members communicate quickly to solve problems when they arise, minimizing down-time for our clients' important projects.

In addition, Armstrong has the technological resources to improve the quality of our clients' documentation for sponsor and public involvement programs. Our inhouse design and CAD capabilities allow us to generate three-dimensional terrain models to evaluate different design scenarios for each project. With these programs, we can optimize grades, balance earthwork, and minimize construction costs. Our information technology contributes to the professional design and presentation your key deliverables.

Understanding of the FAA and State of Utah.

Armstrong makes it a goal to come along side decision makers and airport officials regarding airport development.



We like to think that we become an extension of your team. The City benefits in many ways from our staff's participation by answering logistical questions relating to FAA airport design standards. In a way, we have helped shape the design of taxiways, hangar development ramp configuration, as well as on and off airport flight line usage. We have helped direct the City regarding zoning and land use issues over the years. We have



guided both the City and potential developers regarding special uses. Many times the ultimate project whether it is taxiways, hangars or other terminal development has resulted in a better configuration from the original master plan concepts because it is specific to its users needs.

CONSTRUCTION ADMINISTRATION SERVICES

Armstrong's inspectors know about every aspect of inspection, including project and pavement specifications, testing requirements, construction techniques, quantity and cost control, and contract management. They serve as the sponsor's eyes and ears on the site, making sure your project moves forward smoothly. Your designated resident inspectors are available round-the-clock. They will be assigned as full-time liaisons for the airport, the contractor and our office.

We work closely with contractors on all airport projects to troubleshoot issues as they arise. Our inspectors are knowledgeable about completing administrative paperwork and complying with FAA regulations.

Our resident inspection services include:

- · Coordination and communication
- · Safety and operations plan conformance
- Airport manager/advanced user notification
- Notams
- Contractor work schedule and construction safety and phasing plans
- Construction observation and reporting
- Daily logs of construction activity
- · Phasing and bid schedules
- Review and verification of quantities and contractor pay requests

- Verification of contractor quality assurance and quality control testing
- Completion of as-built construction plans
- · Contractor punch lists and final inspection
- Completion of final reports, FAA, and UDOT project closeout documents.

All deliverables and project progress are routinely reviewed by a firm principal. For the City of Parowan, principal-in-charge David Hartmann, P.E. will conduct these final quality control reviews. Client consultations regarding agency requirements may be scheduled at any time.

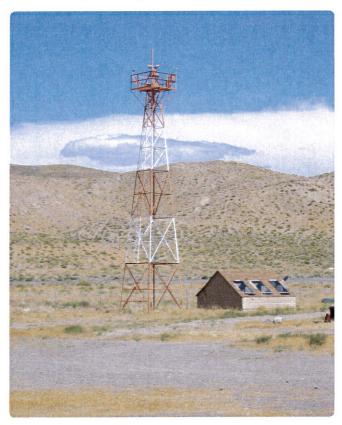
VALUE-ADDED SERVICES

Grant Administration

Armstrong has achieved considerable success in securing funding for airport projects. Managed by our client services team and backed by our group of planning and engineering experts, each project is documented, justified, phased, and uploaded to the state's Airport Capital Improvement Program website. Our grantsmanship has secured funding for various professional service needs, including airport planning, civil design, design survey, and architectural services necessary to accomplish project formulation, grant administration, site planning, preliminary design, final plans and specifications, bidding, construction administration and observation, quality assurance services, field survey, and overall coordination with the FAA, sponsor, and UDOT. This success has enabled clients to implement priority projects while minimizing the direct impact of undertaking such projects on local financial sources.

Client Services

Not only do we have a vast amount of specialized experience in airport development projects, but Armstrong also has a higher level of customer service than other firms. Our Client Services Managers (CSMs) meet regularly with airport sponsors, managers, users, and local officials to garner their wants and needs for the airport. They serve as an additional resource of aeronautical information and support by assisting in the identification and planning for your annual Five-Year Airport Capital Improvement Program. They also participate in meetings with FAA and UDOT staff to secure funding, input your ACIP submittal on the state's website, and prepare FAA grant applications. Our CSMs have extensive knowledge of both the FAA and state grant funding processes and their experience in this area will increase the likelihood of your success in the pursuit of grant monies.



3. Reputation

Armstrong has a professional reputation for providing highquality airport services throughout the western United States. We are known for solving complex problems before they affect the schedule and budget of our clients' airport projects. We maintain working relationships with state departments of transportation and FAA representatives. Our ability to work with these groups grows with the completion of each project.

We understand that our clients want consistent and high-quality deliverables. Even the FAA has commented on our commitment to providing exceptional service; Armstrong's engineering and planning documents are lauded for their accuracy. Our firm secures recurring on-call services contracts by hiring top-notch engineers and project professionals. Our team is committed to maintaining our edge through technical education, including programming to improve our project management skills. As

an employee-owned company, we take pride in our ability to help our clients meet growing demand and support economic development.

AWARD WINNING PROJECTS

Armstrong has been privileged to receive multiple awards for the high quality airport improvement projects we have completed. These awards are not only a representation of our work, but also reflect the attention to detail and exceptional level of customer service we offer our clients. In 2013, our firm was awarded the Engineering Excellence Award from the American Council of Engineering Companies of Colorado (ACEC/CO) for the Runway 15/33 Rehabilitation project at Sterling Municipal Airport in Sterling, Colorado. This project also received recognition as the Best Overall Quality Airport from the Colorado Asphalt Pavement Association. In 2010,

Armstrong received the FAA Northwest Mountain Region Project Excellence Award for the Runway 2/20 Rehabilitation project at Cedar City Regional Airport in Cedar City, Utah.

In 2014, the parallel taxiway at Fremont County Airport located in Canon City, Colorado, was awarded the Colorado Asphalt Paving Association Airport Project of the Year.

More important than the project awards are the long-term relationships we have built with our clients and the quality airports we have helped them to develop. Our planning, engineering, and construction administration professionals excel at providing incomparable expertise in each field. Combined with the support of our client service managers, Armstrong works diligently to deliver each client the level of service they require. When Armstrong is selected as the sponsor's Consultant of Record, quality is our number one priority.

Award Winning Projects



Above: 2013 ACEC/CO Engineering Excellence Award — Sterling Municipal Airport, Sterling, Colorado

Right: FAA Northwest Mountain Region Project Excellence Award — Cedar City Regional Airport, Cedar City,

Below: 2014 Colorado Asphalt Paving Association Airport Project of the Year — Fremont County Airport, Canon City, Colorado







TESTIMONIALS OF ARMSTRONG CLIENTS

Armstrong has designed and managed several projects for us including a ramp expansion, pavement maintenance projects, master plans and a parallel taxiway addition. They are very thorough and all of our projects have been completed on time and on budget.

Richard Baker, Airport Manager Fremont County Airport

Their assistance to projects is the best that I have ever had the privilege of working with a consultant. Answers to questions are complete with a quick response to keep the projects moving on time and within budget."

Bob Basher, County Engineer Delta County, CO

"The service and responsiveness that we receive from Armstrong Consultants far exceeds the service we have received from our previous New Mexico consultants. You would think that because they were local they would provide a higher level of attentiveness, but Armstrong's service is superior to any firm we have dealt with."

Jennifer Brady, Airport Manager Roswell International Air Center

4. Ability to Meet Schedules within Budget

Armstrong assigns a project team based upon specific project needs and airport location. To effectively support the specific airport development needs of the Parowan Airport, Armstrong's Seniror Airport Engineering Project Manager, Chris Nocks P.E., will lead your engineering team. Chris will be joined by Principal-in-Charge David Hartmann, P.E., and the two will oversee all work assignments to ensure the airport's project requirements are met efficiently and expediently. David will also conduct all quality control reviews on projects.

Our firm's project management approach begins with preaward planning. No matter the nature of your scope of work, Armstrong will make certain the Parowan Airport has programmatic success.

Project Management System

Balancing a project's budget with technical requirements and unanticipated roadblocks can be a challenge. We understand that the airport regulatory environment is increasingly restrictive, with heightened scrutiny and tightening budgets. Further, one mistake in a planning or engineering project can have a "domino effect," toppling your plans for future success. Our project management procedures prioritize your schedule and budget. We work proactively to avoid costly delays.

Armstrong's project management system is designed specifically with the airport manager in mind. Our firm works exclusively on airport projects, which means that our project management philosophy has been built to suit your industry – and your industry alone. More than any other firm in the industry, we understand the special considerations for complying with regional and general aviation airport project budgets, schedules, and requirements. We customize a cost-effective work plan for your project, addressing potential roadblocks before they ever arise. This work plan consists of:

- Preliminary Steps: defining the scope of a project and establishing preliminary requirements with activities including, but not limited to, the following:
 - Confer with the city on project requirements, programming, finances, schedules, early phases of the project, and other pertinent matters and meet with FAA and other concerned agencies and parties on matters affecting the project;
 - Assist the city in the preparation of necessary preapplications, applications, and required documents for federal grants, including Disadvantaged Business Enterprise (DBE) plan and goals, and exhibits;
 - Plan and/or prepare necessary surveys, field investigations, and architectural and engineering studies required for preliminary design considerations;
 - Develop design schematics, sketches, environmental and aesthetic considerations, project recommendations, and preliminary layouts and costs.

- Initial Design: producing a complete project design with activities including, but not limited to, the following:
 - Hosting meetings and design conferences to obtain information and to coordinate or resolve design matters;
 - Collecting engineering data and undertake field investigations, surveys, engineering, and engineering and environmental studies;
 - Preparing necessary engineering reports and recommendations;
 - Preparing detailed plans, specifications, and cost estimates;
 - Conducting a detailed value engineering analysis, if applicable and requested.
- 3. Final Design: providing plans, specifications, and all bid documents. The phase includes assisting the county in advertising and securing bids, negotiating for services, analyzing bid results, furnishing recommendations on the award of contracts, and preparing contract documents.
- 4. Construction: providing services after the award of a construction contract with activities including, but not limited to, the following:
 - Providing consultation and advice to the city during all phases of construction;
 - Representing the Parowan Airport at pre-construction conferences;
 - Providing on-site construction inspection and management involving the services of a full-time resident engineer, inspector, or manager during the construction or installation phase of a project, and providing appropriate reports to the airport;
 - Reviewing and approving drawings submitted by contractors for compliance with design concept;
 - Reviewing analyze, and approving laboratory and mill test reports of materials and equipment;
 - Preparing and negotiating change orders and supplemental agreements;
 - Observing or reviewing performance tests required by specifications;
 - Determining payment amounts to contractors and assist the county in the preparation of payment requests for amounts reimbursable from grant projects;

Conducting wage rate reviews of certified payrolls in coordination with the sponsor's employment department; Making final inspection and submitting a report of the completed project to the airport, including "as-built" drawings.

Why the Lump Sum Model Benefits Our Clients

Armstrong's planning and engineering fees are strictly controlled and completely predictable because Armstrong provides services based on lump sum contracts. What does this mean for you? Armstrong will fulfill your agreed-upon scope of work, no matter what – and no matter how many hours it takes. In addition, we provide integrated, value-added services to make your life easier, handling grant filing, CIP preparation, and other administrative services – all without additional fees. With Armstrong, you can be assured that every aspect of your project is handled by a team of experienced professionals with your best interests in mind.

Project Closeout Procedures

The closeout of a project is the process by which a determination has been made that all applicable administrative actions and all required work included in the grant agreement have been completed by the sponsor, FAA, and UDOT. In general, a project is ready for closeout when the following conditions are met:

 Equipment Purchase: The equipment has been delivered, tested, and accepted in accordance with the certified (approved) plans and specifications.

- Design-Only Projects: When the plans and specifications have been completed, are ready for advertising, and are certified by the sponsor.
- Construction Projects: When all work items in the grant description have been completed in accordance with the approved (certified) plans and specifications, a final inspection conducted, all punch list items have been completed, and certification of construction work has been submitted by the sponsor.

As-Built and Record Drawings

As-built drawings are developed promptly after completion of construction. As a minimum, as-builts will show actual finished grade, final contours, final profiles, sizes, dimensions, invert and grade elevations, curve data, cable and splice locations, duct locations and depth, and adjustments for any contract modifications. The as-builts will also include a summary of as-built quantities. Professionally stamped as-built drawings will be provided to the sponsor for filing and future availability.

Project Closeout Report

A Final Engineer's Report is prepared by Armstrong Consultants and submitted to the sponsor, FAA, and UDOT on or before the date that the final reimbursement request is submitted.

5. Quality of Previous Airport Projects Undertaken

Armstrong Consultants has been involved in designing airports in Utah since 1986. Many of these projects resemble the pending changes at Parowan Airport. Armstrong understands your specific needs; we have maintained continuity through several city administrations, airport boards and airport users in your area. Parowan's special concerns include environmental issues related to federal- and state-designated endangered species.

Parowan will benefit from a team that understands the "big picture," but you also need a consultant that appreciates the day-to-day operational challenges your airport faces. Your airport plays a significant role in the economic health of your city, and you need answers to your tough land-use problems. Armstrong is able to assist with land-use questions related to airport influence zones and clear zones. We have provided recommendations about proposed subdivisions adjacent to the airport. We understand how to use your location – near Interstate 15 – to maximize economic growth in your area. We will promote your success by providing advice about land development near the airport. Our goal will encompass protecting the airport from harmful encroachment while still encouraging development.

We have been with you for more than 20 years. Armstrong employees who were there then are still working at Parowan now—Scott Woodrow has been with Armstrong for more than



26 years, Dennis Corsi for 20 years, David Hartmann for 16 years, and Ryan Pritchett for 30. You have trusted our firm to provide comprehensive airport services for nearly a quarter century. Let us help you as you usher in a new era of success into your community.

History of Experience at Parowan Airport



Armstrong. Planning elements include a formal forecast of Parowan's airport, when your first complete airport master existing and future aircraft usage, which informed a plan study was created by 1993 - Master Plan Study 1993 is a historic year for

2000/ 2008- Airport Layout Plan

at Parowan Airport, State and federal wildlife experts are satisfied with a plan to focus on Utah's endangered growing demand for new aircraft hangars and taxi lane development assists Parowan with seeking FAA funding. The new ALP satisfies a (ALP) update Armstrong updates the ALP and species habitat in the hangar development area.

plan. Seasonal and recreation aircraft users benefit from the

proposed changes.

detailed terminal area layout



2011/2012- Runway Safety Area

Arnstrong saves the airport \$300,000 through this collaborative design approach for protecting endangered species.

events are held. Additional apron to the south of the existing apron years to host scheduled regional conducting design, construction administration during nonmidsummer. Almost the entire airport is engulfed when these is expanded to accommodate these special users. Armstrong accommodates the festivals by Parowan is chosen for several events for glider pilots during conflicting times.

mitigation. Armstrong hosts a meeting with state and federal wildlife officials and receive approval of a concept that includes digging a 6-foot trench and filling it with the runway and entire safety area. A subsurface rock fence is constructed, and the surface safety area is re-graded to FAA at the airport to develop a design strategy to protect endangered prairie dogs near Improvements and Prairie Dog Mitigation Planning for the runway safety area UDOT aeronautics. The team assembles cobble rock. The trench is filled along runway system. Armstrong designers improvement includes an unusual environmental issue: prairie dog

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Taxilane Construction
Airport Road is relocated as
mandated by FAA. The first
phase design of taxi lane
construction is approved in
2005. 2005- Road Relocation and

2009- Fog Seal and Remark Airfield Pavements 2014- Runway Armstrong prepares a pavement pavement construction project. Our team designs and bids a Parowan in 2009 and in 2014. management plan for every pavement sealing project at 4/22, Apron, and Taxiway Pavement Maintenance



land acquisition Armstrong assists Parowan City with

2003- Land Acquisition, 2007 EA for

1997 - Reconstruct Runway and Runway Edge Lighting The 1993 master plan focuses on the

4

justification of the Reconstruction of Runway 4/22, including the

design parameters for pavement



airport's electrical system, allowing experience will prepare Armstrong for airfield lighting design tasks Our firm is able to achieve a major goal by securing a full-length our team to create a more efficient Parowan. Justification is provided 2001- Construct Parallel Taxiway parallel taxiway improvement at at the airport. Project activities include associated fixtures such as gates and fences. Armstrong itinerant and glider operations design that will reuse fixtures performs an inventory of the of existing equipment. This by statistics demonstrating

of Runway 04/22. The plan calls for milling and leveling the existing

and construction administration strength width and length. Armstrong oversees the design

runway asphalt, performing crack sealing, placing a leveling course, and installing fabric with asphalt overlays. Additional tasks include

removal of stake-mounted edge lights and replacement of a duct-

and-can runway lighting system.



their CIP to acquire additional land as shown on the Exhibit A property map. A NEPA Environmental Assessment (EA) is prepared for the acquisition of Parcel 37 shown as a 1.65-acre parcel adjacent to the apron. The parcel includes existing development with hangar storage, residential features and the access road to the airport.

6. Familiarity, Understanding, and Approach

Parowan serves as the state's gateway from Interstate 15 to some of America's most valued scenic attractions. Nearby state and national parks contain spectacular natural geological formations. Parowan is the Iron County seat, and officials have recently made major strides with the construction of a new city hall facility.

The Parowan Airport services the population of Parowan and surrounding communities in the following roles:

- · Personal business
- Recreation (including gliders)
- Flight training (fixed-wing and helicopter)
- Crop dusting
- Aerial firefighting
- Medical evacuations

The airport is situated on approximately 172 acres in Parowan Valley.

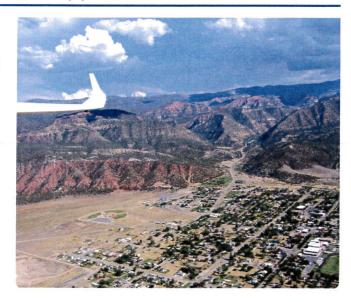
Armstrong knows that understanding the needs of your airport comes from listening to community leaders in order to formulate an identity and goals for the Parowan Airport. This includes the vision and mission statement. Donald Landes, mayor of Parowan, was a pilot in the U.S. military and sees the value of the Parowan Airport form a pilot's standpoint. Mayor Landes also wants to maximize usage of the airport, a goal that Armstrong enthusiastically supports.

In addition to listening to the mayor, Armstrong is committed to staying connected by participating in airport board meetings. We listen to the airport board and council representatives that serve over the airport. This is important because Parowan is located about 20 miles from Cedar City, Utah, which has a commercial service airport. The FAA may be hesitant to fund a project at your airport because of its proximity to Cedar City Regional Airport.

WHY WE SEE PAROWAN'S AIRPORT AS A VALUABLE RESOURCE

To address the FAA's concern, we need to continue to reinforce the issue of the role of Parowan Airport and appropriately build your identity. Armstrong sees the location of the airport in proximity to Brian Head as unique. Brian Head Sky Resort is just a few miles from Parowan and has some of the best snow on the Wasatch Front Mountain Range. Part of our vision will be to educate resort officials to the benefits of potential airline service into Parowan. Armstrong staff has already made contact with a few resort officials, the town of Brian Head, and Iron County economic development officials regarding this matter.

From a technical point of view, Armstrong has updated ALP, which shows a runway extension that will accommodate regional or corporate aircraft that could potentially serve the needs of the resort. Our engineers consider this the first step to developing an instrument approach procedure into the airport. We understand that installing a deicing pad is also



important to airport officials. Parowan is on track to have an Automated Weather Observation System (AWOS) funded in 2018.

In addition to economic goals related to the ski industry, the airport desires to become financially self-sustaining. The pursuit of that goal includes an agreement with Upper Limit, a helicopter training company based in Cedar City. Upper Limit could become the airport's fixed base operator (FBO). An increase in revenues will be necessary if the self-sustainability goal is pursued in earnest. If Parowan makes it attractive for Upper limit to purchase fuel at a slightly lower price, fuel sales and revenue could both increase. One of our goals will be to assist the city in customizing a more complete sustainability plan that examines other potential revenue sources as well as cost saving measures which will improve the bottom line.

Our team of planners and engineers meet with the city each year to update and formulate strategy's that will continue meet the goals of the City and airport users. In recent years this includes sitting down with the FAA and UDOT staff at spring and fall UAOA events. It is very important to obtain the support of the FAA and State regarding future design projects. The following discussion outlines what has been agreed to at the last Joint Planning conference held at the UAOA event in Bryce Canyon and includes projects requested to be funded over the next several years.

2016- Land Acquisition

Acquiring Parcel 37, including the improvements that were not completed in an earlier attempt because parties involved could not come to an agreeable price. Additional funds will be needed to purchase the parcel. Armstrong has signed an agreement to assist the city in acquiring this important asset in 2016. Appraisals are complete, and the plan is presently moving forward.



2017- Repay

The amount of funds needed to close the deal for Parcel 37 is estimated around 1 million dollars. Parowan City must repay borrowed non-primary entitlement funds. The city receives \$150,000 in annual entitlement funds from the FAA. The city plans to use entitlement funds to purchase land by borrowing in advance. The city will repay those borrowed funds in 2017.

2018- Install AWOS

The airport is growing busier, and the need for an instrument approach is becoming more important. Installing an AWOS is a key step in realizing the goal of establishing an instrument approach. The city also wants to install deicing equipment. In 2018, the city may choose to bid deicing equipment during this funding cycle.

2019- Repay

It will be necessary to repay entitlement funds for the AWOS project as shown on the Airport Development Plan for the airport.

2020- Rehabilitate Apron / Pavement Preservation

The apron area is approximately 26,700 square yards with 46 tie-downs. The apron has reached the end of its useful life. The southwestern third was more recently constructed to accommodate 30,000 pound aircraft, while the northeastern two-thirds of apron has a strength of 12,500 pounds. Older portions of this apron are showing signs of deterioration and will require rehabilitation which is scheduled in 2020 estimated at a little over \$662,000.

2021- Repay

2022- Bank

 $\ensuremath{\mathsf{FY}}$ 22 entitlement funds with be carried over to be used in the $\ensuremath{\mathsf{FY}}$ 23 project.

2023- Taxilanes

The airport is scheduled to receive funds for additional taxilanes to be constructed in 2023. The project is programmed in the Airport Development Plan at \$331,000.

2023- Runway Rehabilitation and Extension

The airport is scheduled for rehabilitating runway 4/22 in 2023 using standard methods of milling off portions of the runway and overlaying with 2 inches of asphalt. The cost has been estimated at \$3.3 million. If demand for a longer runway is needed, the following scenario has been identified:

Armstrong planners recommend a runway measuring 7,600 feet long by 100 feet wide to meet the forecasted business jet operations and increase the airport Airport Reference Code (ARC) to C-II. Options for extending Runway 4/22 were examined with alternatives of extending to the north or the south.

Following a straightforward and logical evaluation of the available option for extending the runway to the south or a combination of both were eliminated for future evaluation as there are several physical constraints located immediately south west of the runway. These constraints include Utah State Route 274 (Main Street) and several residential neighborhoods. Existing land uses to the north of Runway 4/22 are primarily agricultural without physical constraints for runway extension to the north. Therefore, the preferred alternative is for extending the runway and parallel taxiway 3,060 feet to the north and relocating the threshold of Runway 4 by 460 feet to the north in order to remain clear of East 7th North Street and meet the ultimate safety area design standards of C-II ARC upgrade.

2024- Repay

2025- Repay

The 2016 Request for Statements of Qualifications also included the following projects:

Terminal Improvements and Utilities

Parowan City provides water, electricity and solid waste removal. Qwest provides telephone and internet service to the airport. Propane is supplied by Questar Corporation and sewer is provided by septic tanks. These utilities are considered to be adequate for the airport; however, if an aviation-related business decides to relocate to the Parowan Airport, a utility demand /capacity analysis would be recommended.

Fuel Facility Upgrade

During the JPC meeting in October of 2015, we discussed the city leasing the fuel tanks to Upper Limit Helicopter Company. The main focus of this company is flight training, and their helicopters fly to Parowan Airport multiple times a day. At the next JPC meeting, we may wish to add purchasing a new fuel card reader for the fuel system to better track fuel sales to Upper Limit.

Airport Lighting and NAVAIDS

The airport's existing inventory includes Precision Approach Path Indicators (PAPIs) on Runway 4 and 22, Runway End Identifier Lights (REILs), a rotating airport beacon, medium intensity runway lights (MIRLs), a segmented circle and lighted

wind cone. Airport lighting is pilot-controlled and is activated on the common traffic advisory frequency (CTAF) 122.8 MHz. These visual aids are considered to be adequate for the planning period. However, Armstrong will monitor the need to update the runway edge lighting system for signs of needing to be replaced. LED features will be considered if the lighting system is replaced.

Wildlife Hazard Assessment

The FAA has a goal that every airport prepares a wildlife hazard assessment. These studies have been historically paid in part from grant funds. It may be a few years before the study is done.

Equipment Acquisition

The winter of 2015/2016 has proved to be impressive as it relates to the large amount of snow received this season at Parowan Airport. At the January airport board meeting, the board discussed purchasing snow removal equipment. Armstrong was present at the meeting and presented options for using FAA funds to purchase new equipment. The board was undecided and wanted more information for possibly purchasing used equipment. Armstrong staff reported back to Jay Orton, the Parowan councilman over the airport, with additional options to purchase used equipment.











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